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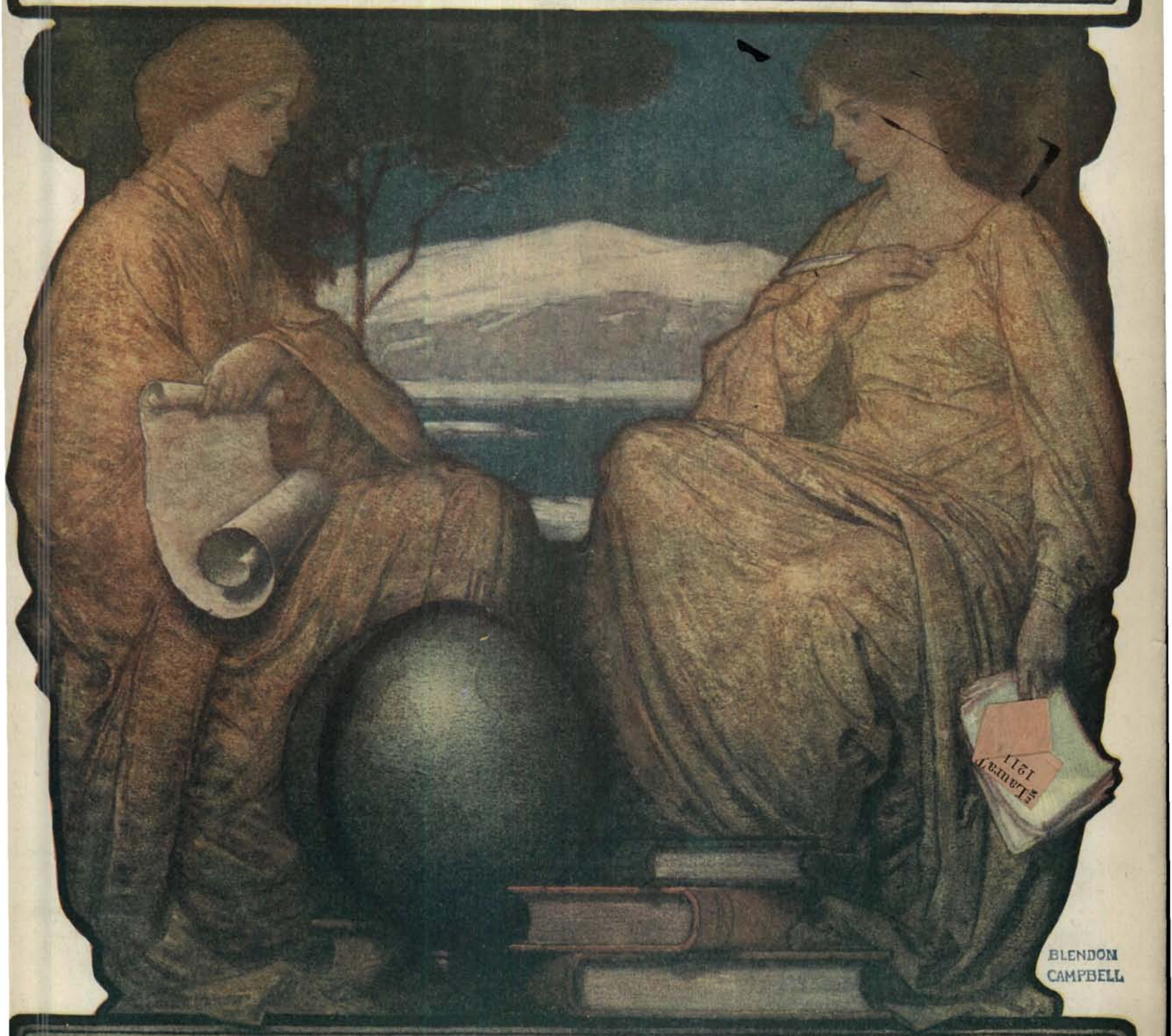

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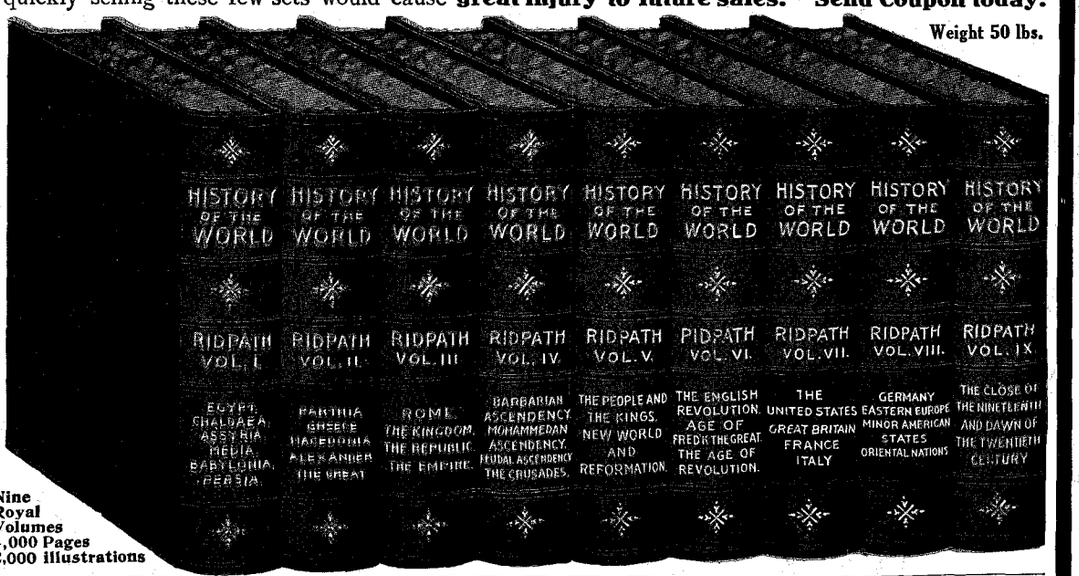
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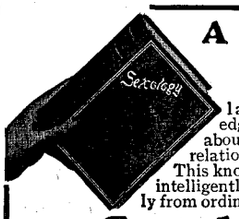

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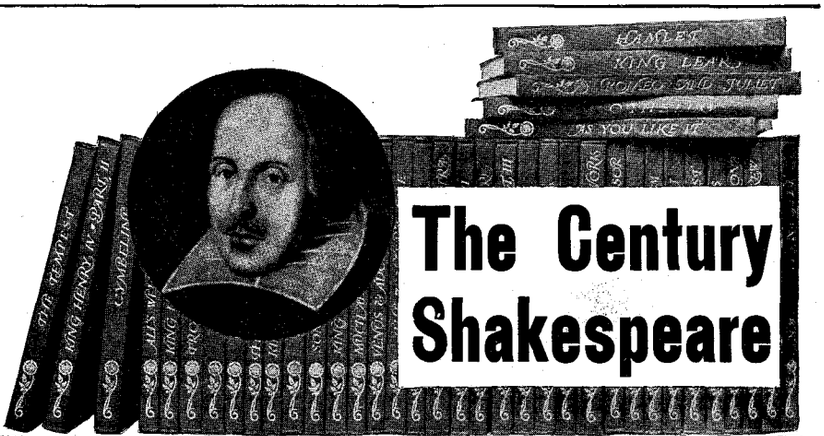

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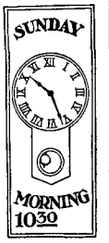

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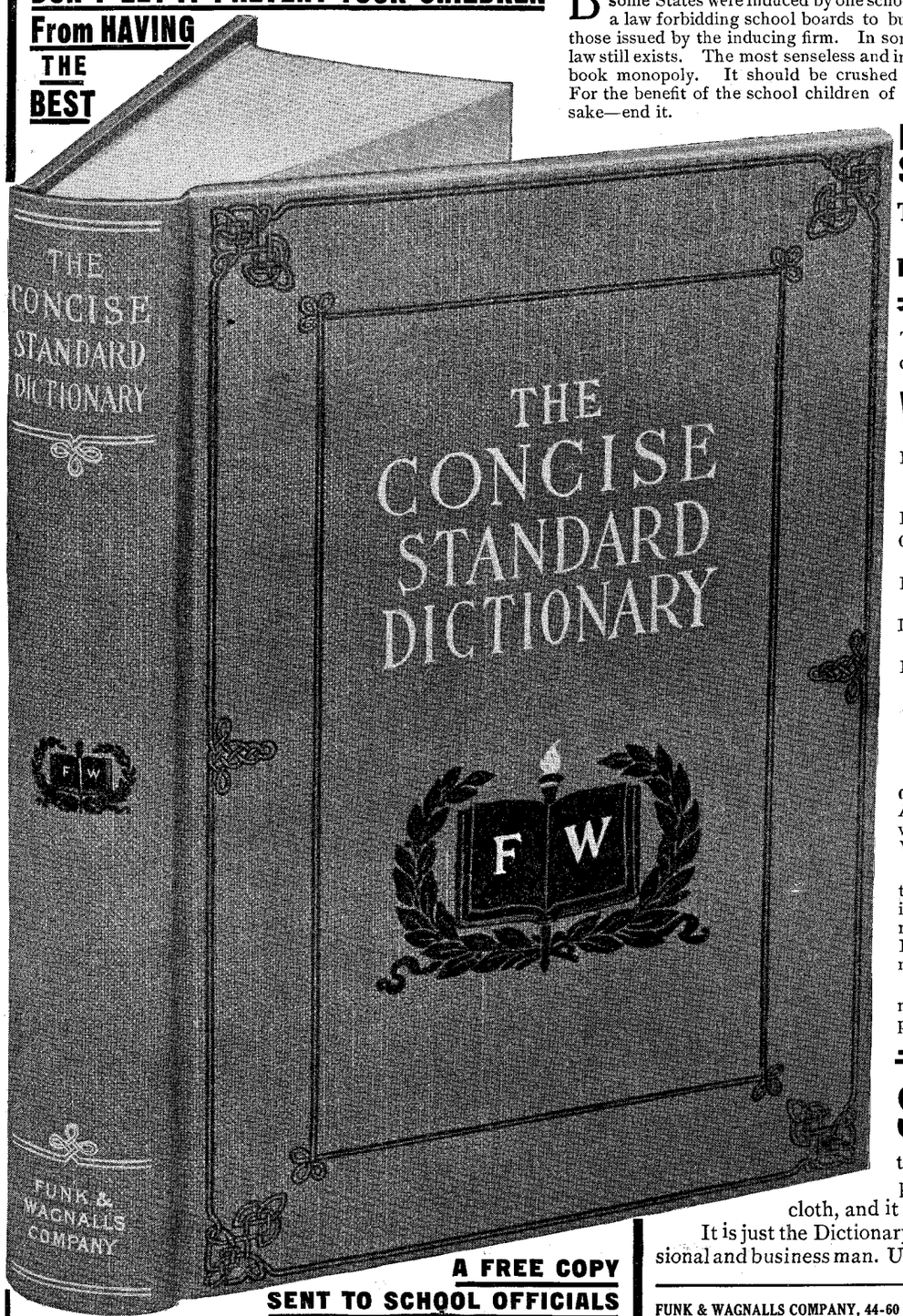

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"The bibliographical feature in the Standard as a feature is practically unique for the references in Hastings are few and desultory, while in the Standard they are systematic, well chosen and more numerous, although by no means excessive."

In Both Bible Dictionaries the Scholarship is Very High

"When it comes to the substance of the letter-press work a comparison of the two books is much more balanced. In actual scholarship there is little to choose and the level of both is very high. It occurs indeed at first sight to wonder if they are not a bit over scholarly at times for one-volume dictionaries, but the Hebrew words, special discussions, bibliographies, etc., are valuable for theological students and ministers, and they do no harm to the layman."

"These two books, though international to some degree in authorship, yet in effect represent the best product, the one of British, the other of American scholarship. It may be national predilection in both cases, but as an American cannot escape the feeling that the American Revision of the Bible is better than the English, so he cannot help feeling that the American Bible is better than the English, even in scholarship. In Bible learning America has at last achieved a new independence. It is not too much to say that nowhere, save in the Revision, has American theological learning reached so high a water-mark as in the Standard Bible Dictionary."

The Standard Superior in its Illustrations

"But one does not choose so intimate a companion on superficial grounds. It is a competition in wisdom aud working value rather than in beauty.

"On this line too the Standard scores again at the very start with its illustrations. These are not only so delightful in execution as to make it a real pleasure and education to look the book through from beginning to end, but they are chosen and adapted for use with such excellent judgment as to form a masterpiece in a field where careless and meaningless work is the rule. There are few persons so steeped in Biblical learning that they will not get much suggestive information from these illustrations, while for elementary use in Theological Seminaries and Sunday schools they will tend perhaps to produce more sound education than the letter press of either dictionary by itself. For such work the illustrations alone, although by no means excessive and hardly even to be described as profuse, are certainly worth the whole cost of the volume."

If Only One Bible Dictionary can be Purchased, the Standard Should be That One

"In brief, the Standard and Hastings are practically on a par as to scholarship and critical position. Hastings has a little more matter, but the Standard excels in unity, illustration, and mechanical detail.

"If one can afford to buy both of these books he will find it worth while, and will find each giving stimulating matter not found in the other. If he must choose one, he will do well to take the Standard."

Theologically, Both Dictionaries Take a Middle Ground

"It is as regards theological tendency that these books will be generally examined with most interest by literary critics. Both of them try to take the middle way. Both books are conservative at points compared with the most radical positions, as for example those of Cheyne."

The Standard Maintains a More Correct Proportion in its Treatment of Subjects

"Hastings has a larger number of contributors, but the smaller faculty of the Standard is unimpeachable and perhaps results in a little more coherence and unity, and after all thirty-seven authors to the volume, stout as the volume is, does not sound like overburdening the writers. The Standard book is certainly more consistent, more painstaking, better proportioned on the whole and more uniform in method, but this probably concerns the general editing rather than the larger or smaller body of contributors, and the proportioning is occasionally as much below the just level of assignment in the Standard as it is often above in Hastings. It looks excessive to the last degree for Hastings to devote perhaps three per cent. of the whole book to Versions. In the matter of ancient versions the Standard has a just proportion where Hasting is excessive and repetitious, but in the case of English versions, although Hastings gives to these the immense and very unnecessary amount of twenty-two columns, the Standard errs almost as far in the other direction."

The Standard is Sound in Method

"For the theory of oral transmission to the ages prior to 750, one must assume not only a natural but a wilful and incredible illiteracy on the part of the Hebrews, for which there is, to say the least, no evidence. This is especially true of a notion that J and E are collections of edited collections—who can believe in collections of folk-tales edited and edited again orally! Jacobus is here, in fact, only a step in advance of Hastings, but he saves the whole logical situation by a careful use of terms avoiding dubious assumption and yet with equal care not to deny the oral hypothesis. It is sound method as well as clever and proper use of language."

The Standard Considerate of the Views of Others

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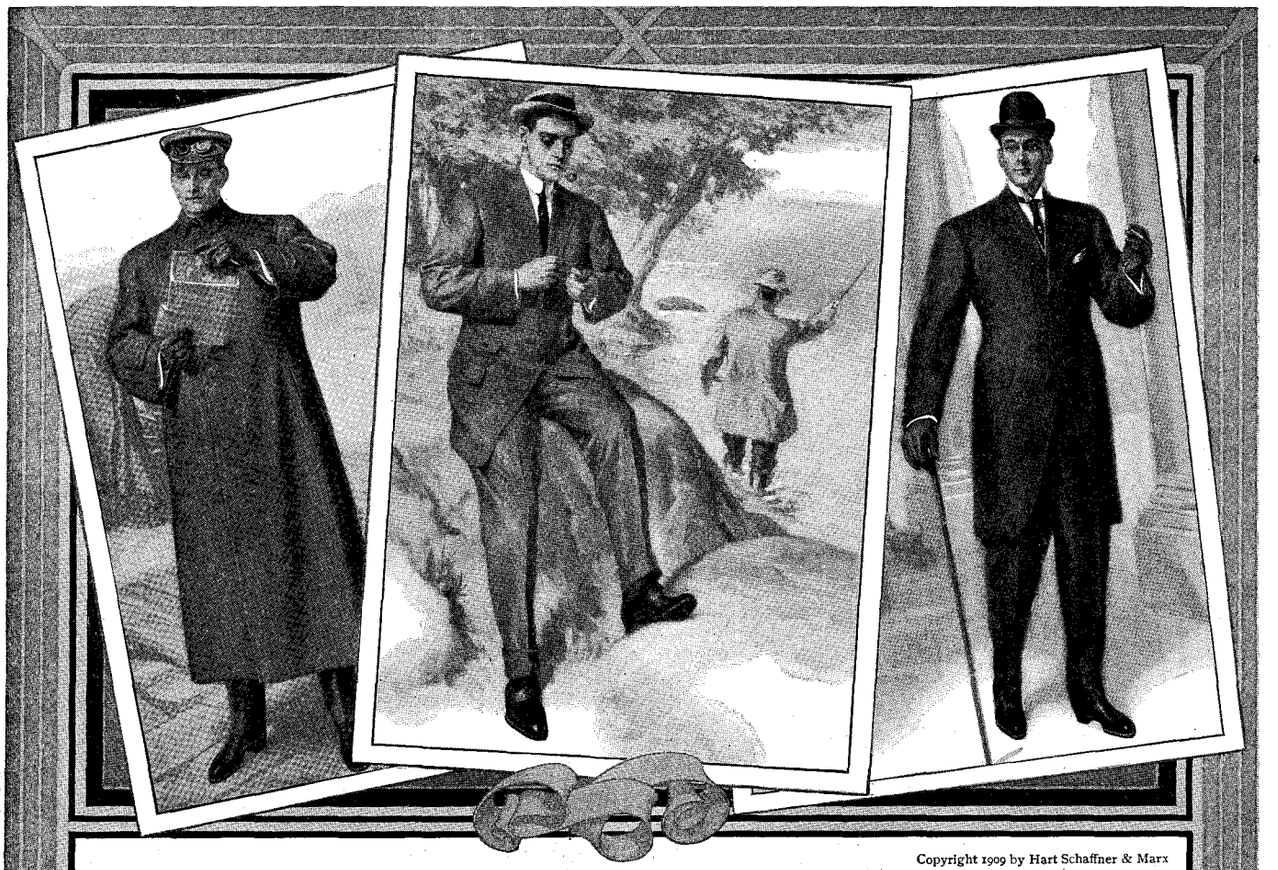

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THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Isaac K. Funk, Pres., Adam W. Wagnalls, Vice-Pres. and Treas., Robert Scott, Sec'y), 44-60 E. 23d St., New York

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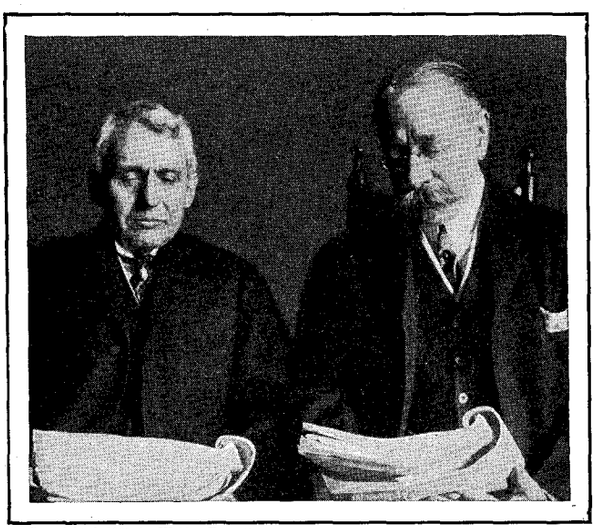
TOPICS OF THE DAY

A SUPREME TEST OF THE TRUST LAW

IN the opinion of many editorial observers it is not only the Standard Oil Trust, but also, incidentally, the Sherman Anti-trust Law, which is now on trial for its life before four judges in the United States Circuit Court in St. Louis. Even Mr. Frank B. Kellogg, the chief prosecutor in the case, seems to share this view when he avers that the Sherman Law has no meaning at all if it was not intended to prevent just such a combination as the Standard. "The fate of the Antitrust Law hangs in the balance," says the Newark *News;* and the Baltimore *American* remarks that the outcome of this contest between the forces of combination as represented by the Standard Oil Company and the forces of competition as championed by the United States Government will be gigantic and far-reaching in its industrial effects. "As this case results," says the Boston *Advertiser*—referring of course to the final result as it will be determined when the case reaches the Supreme Court—"so may be colored the whole structure of American government hereafter." "Monopoly in the great form of its foremost, oldest, and wiliest champion is on its defense against the Republic which means equal opportunities to all—or else means nothing," announces the New York *World.* The importance of the case from another viewpoint was emphasized by Moritz Rosenthal, of the counsel for Standard Oil, who is quoted as saying: "If the Government succeeds in procuring an order restraining the subordinate corporations from paying dividends to the Standard it will hold in its hands an instrument with which it can at will destroy the integrity of every big enterprise in the United States," and thereby "demoralize capital almost to a state of anarchy."



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STUDYING THE BRIEF AGAINST STANDARD OIL.

The photograph shows Frank B. Kellogg, special attorney for the United States, and George W. Wickersham, the new Attorney-General, consulting over the brief in the suit to dissolve the Standard Oil Company.

This momentous suit, which came to a hearing only last week, was entered as long ago as November, 1906, since when an investigation has been carried on and evidence collected under the direction of Commissioner of Corporations Herbert Knox Smith. The case is thus a legacy from the Roosevelt Administration. The aim of the Government in these proceedings is to dissolve the Oil Trust—that is, the Standard Oil Company of New Jersey and its subsidiary companies—as a combination in restraint of trade within the meaning of the Sherman Law. The people's brief—for the suit is brought in the name of the People of the United States—fills 200 printed pages, and the printed evidence in the case, says a St. Louis dispatch to the Boston *Transcript*, "is more voluminous by several volumes than a set of the Encyclopedia Britannica." In the same dispatch we read:

"Seldom, if ever, has such a mass of evidence been compiled in a single case. The record, including the exhibits, already exceeds 7,000,000 words, all taken by one stenographer, Robert S. Taylor, of St. Paul. . . . So large is the record that even a perusal of its digest by the court is impossible and much will depend on the summaries presented by the attorneys of the respective sides."

One of the evidences of monopoly set forth in the brief is the Standard's enormous earnings—amounting in twenty-three years to $1,000,000,000 on an original investment of about $69,000,000. That document goes on to say:

"The testimony is valuable as showing the intention of the Standard Oil Company to monopolize the commerce in oil through the United States. In many districts it has an absolute monopoly. We mean by absolute monopoly that in those districts it does all the business and has eliminated every competitor. Practically this is the case throughout the Rocky Mountain country and most of the Pacific Coast States. The percentage of independent business throughout the entire South is very small. Moreover, where there is competition, the competitors are usually strictly under the control of the Standard, in that they must, in order to be allowed to do business, sell oil at practically the price the Standard dictates, and confine themselves to a small percentage of the trade."

The brief also denies that the Standard has lowered prices for the consumer:

"It has usually been claimed for large corporations in this country that they have increased business and decreased the cost to the consumer, but in the case of the Standard Oil Company, it has during ten or fifteen years actually increased the price to the retailer, and this a good deal more than the prices of other products

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throughout the country, altho the price of its raw material and cost of manufacture and sale during these years has increased very little, if any."

Says Mr. Kellogg, after showing that for twenty-three years the Standard has earned more than 25 per cent. on its assets—

"The subsidiary companies of the Standard have had even a higher rate of earnings. The Supreme Court, in the Consolidated Gas case, decreed 6 per cent. a fair profit. But the dividend of the Waters-Pierce Company in 1904 was 600 per cent., and in 1907 the Standard Oil of Indiana declared dividends of 1,051 per cent.

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WADE H. ELLIS,

Head of a new bureau in the Department of Justice which has charge of trust prosecutions. He promises that hereafter there will be "less smoke and more fire" in the Government's dealings with the trusts.

"Witnesses have testified that one-half a cent a gallon is a good profit on oil. The Standard's profits average 3.7 cents a gallon, and the Waters-Pierce Company's profit has run as high as 6 cents a gallon.

"The price of refined oil and naphtha has been increased 49 per cent. by the Standard, while the average increase in other commercial products has been 26.6 per cent.

"The Standard absolutely fixes the price of crude oil in all fields except Texas and California, and practically controls the price of oil and gasoline throughout the United States.

"In the territory it controls, prices are increased, to make it possible to decrease prices in competitive territory. The foreign subsidiaries of the Standard earn about 25 per cent., and the comparison of this rate with the larger profits in the home field show that the people of the United States pay a higher price to enable the Standard to make a lower price in foreign countries."

Among other interesting statements in Mr. Kellogg's argument we read that—

WHAT, AGAIN?
—De Mar in the Philadelphia *Record*.

"The Standard Oil Company of New Jersey controls 85 to 97.5 per cent. of the oil business of the United States.

"It controls 65 companies by direct ownership, and 49 as subordinates of these, a total of 114. Its chief officers are the directors of the leading railroads."

Mr. John G. Milburn, chief counsel for the defense, states that the Standard Oil Company is glad of "this chance to refute that vast mass of calumny and misrepresentation which has been spread over the United States and the world against it." He admits that the Company's annual profit is 24 per cent., but quotes Charles M. Schwab to show that 25 per cent. is a proper profit for a manufacturer. He exhibits diagrams to show that the price of oil has fluctuated with the prices of other commodities, and goes on to argue—

"But if we are a monopoly and control prices, as is charged, why this fluctuation? If Mr. Kellogg be correct, we can make the price what we please. When we got it so high in 1903, why did we not keep it there?

"He credits us with more power than nature with its attendant laws of supply and demand. Monopoly is not like a fever patient, responding to the subtle changes of the body, but keeps a level pace.

"Oil has followed the fluctuations of business. Is that monopoly?"

Instead of being a menace to the independent refiners, Mr. Milburn declares that the Standard has always led the way and blazed the trail in the oil world, and that the independents have only to follow as they have always done. "Wherever," said he, "the foot of civilized man has trod; wherever the hoof of the camel has made its imprint upon the sands of the desert, or wherever an artificial light is burned, and wherever flies the flag of any nation, there will be found the product of Standard Oil, the product of America and Americans." He argues that this greatly maligned corporation has been the nation's greatest developer of not only local, but foreign commerce. Denying that there has been either fraud, coercion, or wrong in the acquisition of the properties bought by the Standard Oil, he says:

"In the general economy of society it was ordained that some men should succeed and others fail. Some men failed in the oil-refining business. They could not keep pace with the improvements of the times. They came to us to sell; we bought."

Mr. David T. Watson, another Standard Oil counsel, who represented the Government in the Northern Securities case, argues that the defendants can not be held for their conduct of years past, and that the only point the court can consider is whether the company was acting in restraint of commerce, engaging in unfair competition, or doing any of the many other diverse things alleged on the fifteenth day of November, 1906, the day the petition in the present case was filed.

As to the probable result of the suit, *The Christian Science Monitor* (Boston) reminds us that when the original Standard Oil Trust which had its legal being in Ohio was dissolved by a decree entered in an action brought by that State, the verdict merely led to the organization of the Standard Oil Company of New Jersey, an instrument by means of which the same persons continued to carry on the same business. Beside the present suit, says the Newark *News*, the so-called $29,000,000-fine case sinks into insignificance. The same paper goes on to say:

"The latter was a suit for a comparatively trivial violation in particular instances. The present suit involves the life of the Standard as the outcome of alleged acts which are in contravention of basic law, and which, if proved, would make the trust an outlaw and put it out of business. For these reasons, therefore, one may understand why public interest should center on the Standard-Oil-suit proceedings at St. Louis. The outcome will be a supreme test of the Sherman Antitrust Law as applied to its most notorious alleged offender. It is only proper to add that if the Standard should lose the suit no great catastrophe is apparently

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threatened. The Northern Securities case was lost by merged companies, whereupon they went on doing business as of old, as separate companies, but under the same ownership as that complained of in the merged form. Not a peep has been heard since from the Northwest or elsewhere concerning Hill-Morgan road combination in restraint of trade or of discrimination or of suppression of competition. The same people are running the same roads in precisely the same way, except as to bookkeeping, in which they would have been managed had the merger not been broken up.

"May one take this as an indication of what may be looked for in case the Government wins its suit to dissolve the charter of the Standard Oil Company of New Jersey?"

DO TRUSTS LOWER PRICES?

ACCORDING to its author, Mr. Meredith N. Stiles, the accompanying diagram presents the case of "the trusts *versus* competition" in the question of commodity prices, and calls for a verdict in favor of the trusts. Its aim is to present graphically a percentage comparison, for the ten-year period from 1898 to 1907 inclusive, between the prices of a group of commodities controlled by the "trusts" and another group in the production and marketing of which there is a large element of competition. The chart is based on statistics of wholesale prices contained in the Bulletin of the Bureau of Labor for March, 1908. From the 258 commodities listed in the Bulletin Mr. Stiles selects 24 for each of his groups, and finds for the trust group an average price increase of about 34 per cent. as against an average increase of 36 per cent. for the other group. In the explanatory text, which is published, together with the diagram, in *The World's Work* for April, he goes on to say:

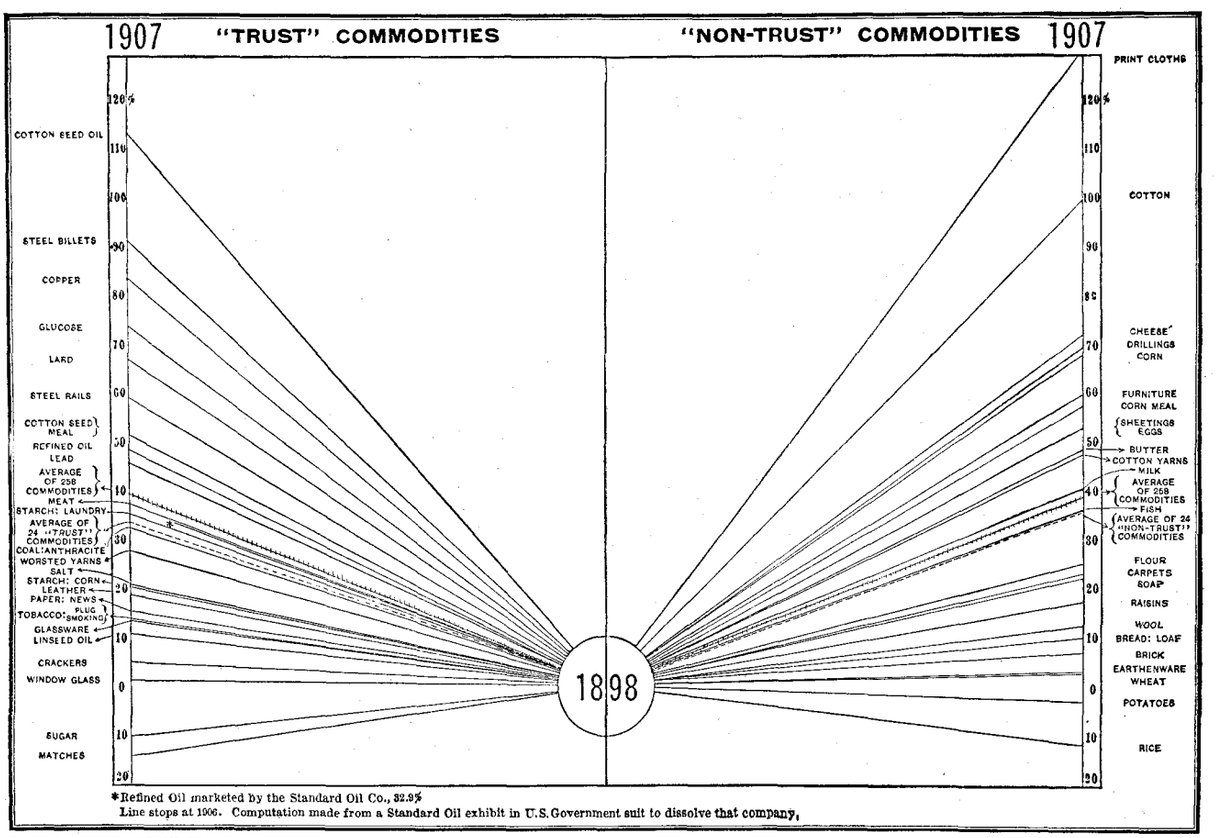
"It will be observed that the percentage of increase in the average prices of the 24 'trust' commodities is somewhat less than that of the 24 'non-trust' commodities. Moreover, it will be seen that the average of the 'trust' commodities is considerably lower than the average of '258 commodities.' These 258 commodities, it should be explained, are the total number used in the compilations of the Bureau of Labor, and are considered the most important and representative articles. Thus their average price from year to year gives us a fairly accurate idea of general economic conditions, and, consequently, it appears here that the economic burden of the general rise can not be saddled upon the 'trusts.' Taking the 'trust' commodities individually, the burden of some is heavy, as in the case of cottonseed oil, steel, copper, and glucose; but, on the other hand, there are a larger number, 13 in all, which did not rise as much as the '258'—and two, sugar and matches, which even decreased. . . . . .

"It should be noted that this article deals in results and not causes. A host of reasons might be advanced to justify the rise in each individual commodity by those disposed to defend it. For instance, the price of some of the trust-manufactured commodities is more or less dependent on the price of a raw non-trust commodity. It is merely the resultant facts that are shown. . . . . .

"Aside from the comparison of the prices of the 'trust-made' and 'non-trust-made' articles the diagram shows the rapid rise in the average price of the 258 commodities chosen by the Bureau of Labor as the best indicators of the general economic condition of the country. That rise was 40 per cent."

AUTOMOBILE MANSLAUGHTER

THE startling discovery that one hundred and one persons have been killed by automobiles in the streets of New York City within the last fifteen months seems to have brought to a climax the growing feeling against the speed mania in the metropolis. The newspapers announce the incorporation of the National Highway Protective Association, to help the police bring lawbreaking automobilists to justice, editors are writing column editorials on the subject, and automobile owners and manufacturers are excitedly airing their views on the matter in the correspondence columns. Even the chauffeurs themselves have been heard from, the



By courtesy of "The World's Work."

A TEN-YEAR COMPARISON IN THE RISE IN PRICES OF "TRUST-MADE" AND "NON-TRUST-MADE" PRODUCTS.

The comparison begins with the price of the commodities in 1898. The figures on either side show the percentage of increase or decrease between 1898 and 1907.

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Professional Chauffeurs' Club of America having gone so far as to engage counsel to help in the prosecution of reckless automobile operators and the deadly "taught-by-mail" chauffeurs. One undertaker, hailing from Boston, is also reported to have registered his views on the subject by refusing to sign a petition to restrict the speed of automobiles on the ground that the "restriction would injure my business."

The most significant step taken so far by the New York authorities, and the one which has brought forth the most comment from the press, was taken by Judge Swann in his charge to his grand juries which are to try several automobile accident cases. He characterized the killing of citizens by automobiles as a "new method of committing old crimes," and continued thus:

"Men who do these acts recklessly and without regard to the rights of others, and who either maim or kill, are guilty of either manslaughter or other grades of crime, and it seems to me that it would be proper and fitting that if a case of that kind should come before you, you should give it your careful consideration, and if in your judgment the evidence warrants it, you should without hesitation indict, and do not hesitate to indict for the crime of manslaughter if you think that crime has been committed. This is just about the time, it seems to me, for the Grand Jury of this county to call a halt on such extreme selfishness as is evidenced by those possest of the speed mania."

Judge Swann then went on to apply the theory of agency to the situation, thus making the owner of a car criminally liable for the acts of his chauffeur. He said:

"It is provided by Section 29 of our Penal Code that a man who aids and abets in the commission of a crime is equally guilty with a man who commits a crime. The owner of an automobile will sometimes take, deliberately, a chauffeur who has been known to be reckless in his driving. The minute that the owner of the automobile puts such a chauffeur upon his machine in the public streets the law presumes that the owner knows the ordinary nature of the act that chauffeur is going to commit. A man is presumed to intend the ordinary and usual results of his own acts, and the owner who puts a reckless chauffeur in an automobile and sends him through the streets, under Section 29, could probably be found by you to be equally guilty with the chauffeur of the crime, whatever it may be, that may reasonably be expected to be committed by that chauffeur."

The New York *Globe* hopes for a "somewhat drastic application of this instruction and advice." "Judge Swann's charge goes to the heart of the automobile question," declares the New York *American;* and the New York *Times* remarks "that this is severe doctrine, but its application in a few cases when previous knowledge could be proved would be highly effective in restricting employment as chauffeurs to careful and competent men." The New York *Sun*, on the other hand, is not quite in sympathy with Judge Swann's attitude toward the automobile-owner. It says:

"It is to be feared that Judge Swann's application of the difficult theory of agency to the case of the outrageous chauffeurs would prove weak in practise. It is easy to see how an owner whose chauffeur is driving him, or whose chauffeur is about a piece of business incidental to his job, might and ought to be held responsible. But it would be hard to show that an owner who is peacefully asleep in bed could be held to account for the deeds of a driver who was running a couple of housemaids around Central Park on the sly.

"What might be called blanket or general responsibility, incurred when the owner failed to make proper inquiries as to the character and reputation for caution of his future employee, is altogether too vague a thing to cut much figure in the proper approximation of punishment to crime.

"The speeding nuisance will have to be stopt somehow. That does not mean 'anyhow.'"

Mr. Winthrop E. Scarritt, former president of the Automobile Club of America, believes that the appalling increase in fatal accidents demands total change in the system of punishments. In an interview in the New York *World* he declares:

"An effectual curb must be placed upon the reckless automobile driver, and it must be done at once.

"The Automobile Club stands for three things: Good roads, good laws, and good behavior. These three things are arranged thus in order to emphasize the degrees of their importance, good behavior being the climax or superlative of the scale.

"Good roads are essential to every one, whether he be an automobile driver, a farmer, or a pedestrian. Good laws, properly enforced, are of just as much importance to the automobilist as they are to the public. Good behavior is the most important of all. And it is to insure the last that the Automobile Club is chiefly interested.

"There are two classes of automobilists that must be considered, and I believe one remedy will prove as effective against the one as against the other. They are Mr. Richman, who drives his own car, and Mr. Chauffeur, who drives a car for some one else.

"A fine means nothing to Mr. Richman. Moreover, public sentiment is none too strongly in favor of the present laws, which provide for fines or imprisonment for overspeeding. It is not mere high speed that is dangerous, for what is high speed on one occasion is not on another. What the legislature should provide against is recklessness. Nine out of ten accidents are caused by recklessness. The law permits eight or ten miles an hour in the city streets, yet passing through a street crowded with playing children such speed is flagrant recklessness.

"What the Automobile Club is endeavoring to do, and what I believe will prove to be the only solution of the exceedingly grave problem, is to obtain an entirely new set of automobile laws, laws that will lay emphasis not on speed, but on recklessness. For a first offense we would provide a fine. A record of the arrest and conviction should be made on the back of the automobilist's license. A second offense should be punished by a heavier fine and the forwarding of a transcript of the court proceedings to the Secretary of State, who would immediately suspend the driver's license for a period of from six months to one year. A third offense should be punished by a still heavier fine and the revocation of the license for all time.

"A similar law has been placed on the statute-books of New Jersey, and it has already begun to show its good effects."

The New York *Journal*, referring more specifically to the recent killing of two children in one week in New York City streets, says:

"For every reason the reckless, murderous villains that manage automobiles in disregard of human life should be punished SEVERELY AND REMORSELESSLY.

"They jeopardize the development of a great invention, important to all of the people, and, what is infinitely more serious, they commit murders upon the public highway, arousing just and dangerous resentment in the minds of the poor, and breeding contempt for the law.

"THERE IS NO EXCUSE WHATEVER FOR TOUCHING A CHILD WITH AN AUTOMOBILE.

"The very man who sees a little CHILD in the road, and risks hitting it and killing it, would act very differently if he saw a COW in the road.

"If he hit the cow IT MIGHT KILL HIM.

"The most arrogant and drunken of automobile-drivers will slow down or stop dead-still when a cow appears zigzagging in a country road before him.

"Let him slow down or stand still WHEN A HUMAN CHILD IS IN HIS PATH.

"Children are thoughtless, they don't realize danger, they have not the intelligence or the experience that would protect them. They must be protected against themselves, if necessary, by putting in jail FOR LIFE any man that recklessly kills one of them.

"NO EXCUSE SHOULD BE ACCEPTED FOR THE KILLING OF A CHILD. Every driver of an automobile, when he sees a child in front of him, should realize that TOUCHING THAT CHILD MEANS TEN YEARS IN JAIL FOR HIM.

"Get that into the minds of drunken chauffeurs and arrogant, swollen money hogs, and the killing of children will cease.

"There need be no fear of injustice. PUT THE BURDEN OF PROOF ON THE MAN THAT DOES THE KILLING. Make him convince the jury of twelve FATHERS that the killing was inevitable and not his fault.

"If he can do that, set him free. If he can't, JAIL HIM FOR TEN YEARS AT LEAST."

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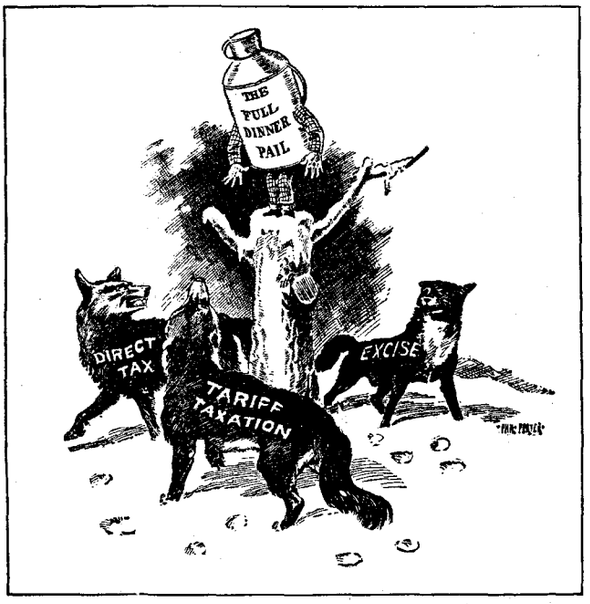
HOW THE TARIFF LEFT THE HOUSE

ALTHO it is probable that by the time this article reaches its readers the Senate Tariff Bill will be before the country and will have supplanted the House Tariff Bill in the attention of the public, the House measure will have equal weight with the other in the concluding conference of both branches. Moreover, the House Bill is the final expression of the will of its branch of Congress, while the Senate measure represents the beginning, rather than the end, of discussion. According to a Washington correspondent of the New York *Times*, a paper not inclined to be over-optimistic in its contemplation of Republican tariff-making, the



TREED.
—Porter in the Houston *Chronicle*.

Payne Bill as it finally passed the House last week carries more marks of real downward revision than it did when first reported from the Committee on Ways and Means. But in qualification of this praise the dispatch goes on to say: "It does not fulfil, however, the pledges so often given by President Taft during his campaign for election, and included in the Republican platform, and if there is to be the sort of genuine revision downward repeatedly promised by the President, there will have to be some extraordinary work done in the Senate and in the conference." The most conspicuous change in the bill between its advent on the floor of the House and its departure to the Senate is the placing of crude and refined petroleum on the free list. By this change, asserts a Washington correspondent of the New York *American*, Standard Oil suffers one of the worst setbacks of its career. Says a New York *Herald* correspondent at the capital:

"The pressure from the West was so strong against the Standard Oil Company that the House leaders, after the defeat of Speaker Cannon in his efforts to have the duty placed at 25 per cent. *ad valorem*, decided to make oil absolutely free. As the matter stood when the bill was before the House to-day a duty of 1 per cent. on petroleum and petroleum products was provided for, but there was also provided a duty of 20 per cent. under the clause which puts into effect the maximum tariff after a period of sixty days.

"On motion of Mr. Payne, chairman of the Ways and Means Committee, crude and refined oil were put on the free list and exempted from the 20-per-cent. duty in case any other country imposed a duty on American oil. Thus the United States is thrown open to the oil of the world, and unless the Senate changes the bill there will be a final test as to whether the Standard Oil Company can stand foreign competition."

The other most noteworthy changes made by Congress, stated briefly, are as follows:

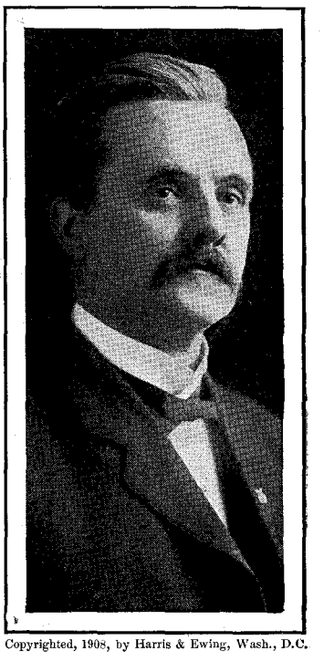
Tea was returned to the free list, and the proposed countervailing duty on coffee was dropt.

The countervailing duty clause on lumber was stricken out, but a strong effort to place lumber on the free list was unsuccessful.

The so-called "joker" in the cotton-cloth schedule, which it was claimed would increase the duty of the Dingley Law several hundred per cent., was corrected, the method of counting the threads in the cloth being made the same as in the present law.

The clause providing limited free trade with the Philippines was further restricted, rice being removed from the free list.

The duties on barley and barley malt, as originally in the bill, were increased, altho they are still lower than the Dingley rates.



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HE STARTED THE MOVEMENT IN THE HOUSE WHICH PUT OIL ON THE FREE LIST.

In the face of Speaker Cannon's opposition, the motion of George W. Norris (Rep.) to reduce the duty on petroleum to 1 per cent. was carried. The vote on this motion so imprest the leaders that they transferred that commodity to the free list.

All efforts in the House to remove hides from the free list, or to reduce the rates on gloves and hosiery, were unsuccessful. President Taft, according to the dispatches, is greatly pleased over the promptness of the House in dealing with the Tariff Bill, and hopes for equal celerity on the part of the Senate. Meanwhile the press is manifesting pleased surprize over Senator Aldrich's assurance given to the President that the final result is to be "in accordance with the President's admonition that the burden of taxation must not fall on the poor, that the consumer must receive ample consideration, and luxuries must bear the brunt of any increases." To quote further from the account of this interview between

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TRIMMING THE PAMPERED DARLING.

MR. TAFT—Stop kicking! I might cut your head off!
—Keppler in *Puck*.

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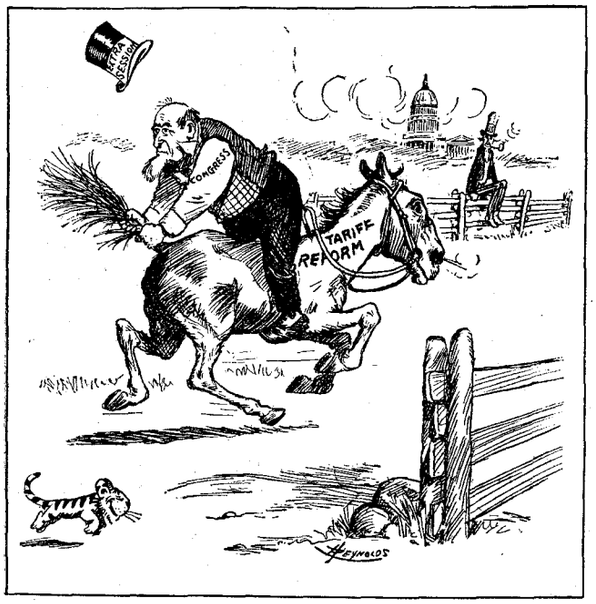
President Taft and the chairman of the Senate Finance Committee as reported in the New York *Tribune:*

"The President was informed by Senator Aldrich that there would be no occasion for his vetoing the Tariff Bill when the Senate got through with it, as the Senate substitute provided for reductions from the Dingley Bill on every item which could be regarded as a necessity, so rearranged the classification that necessities and luxuries could easily be distinguished, and at the same



HE CAN'T SEE WHERE HE'S GOING, BUT HE'S ON HIS WAY.
—Reynolds in the Tacoma *Ledger*.

time provided for sufficient revenue to meet the expenses of the Government without the inclusion of any special form of taxation."

In the same dispatch we read:

"It is appreciated, of course, that there is a material difference between the completion of a tariff bill by the Finance Committee and its final adoption by both Houses of Congress, but Mr. Aldrich is convinced that the bill will so far command the support of the Republicans in the Senate that it will not be difficult to obtain a majority for every schedule."

DEFEAT FOR TWO HUGHES BILLS.

THE tremendous roar of cheers for Governor Hughes that resounded along the line of the inauguration parade in Washington last month is said to have caused the New York politicians to exchange looks of surprize and alarm at this revelation of his hold on the admiration of the people of the country at large. Last week these admirers heard from Albany that the Assembly had killed the Governor's two pet measures of the session—one providing for direct nominations which was lost by a vote of 112 to 28, and the other placing the telegraph and telephone companies under the jurisdiction of the Public Service Commissions, lost by 99 to 36. This action is expected by the editorial experts to arouse the Governor to another summer of appeal to the people, like the one last year that brought victory for his measures against race-track gambling, and relegated a number of his opponents to private life. When shown the news of the Assembly's action he remarked: "Some may think this question is past. The matter is only just begun." He says of the measure for direct nominations:

"I know of no better way of ensuring the people against exploitation from corrupt political methods than by making political managers account directly to the voters of their party, and giving to the voters the right of final decision by direct vote upon the candidates that are presented.

"This is a fundamental question. All schemes of government and all legislative measures of reform finally depend for their efficacy upon the public officer. And our aim should be so to improve the method of his selection as to secure the maximum weight of public opinion in the choice and to fortify him in manly independence as a representative of the community when chosen."

Despite this strong statement of the case, however, it must be said that the Governor's measure was a disappointment to many of his friends and permitted so much of "boss" control to remain that some doubt if the Governor himself could get a renomination under it against the will of the party leaders. Says the New York *Times* (Ind.):

"It may be humiliating for the Governor to admit that he has misjudged his own powers, misread the people's will. But that is the best thing he can do. His wisest course is to commit the bill to its grave and dismiss it from his mind."

The Governor has exprest his willingness to recast the bill if necessary, however, and it is expected to reappear at the next session. The legislators themselves made a "complete argument for direct nominations," remarks the New York *Evening Mail* (Rep.), when they voted down the Hughes bills, especially the one for regulating the telegraph and telephone companies. The New York *Press* (Rep.) forecasts the summer campaign thus:

"We have such confidence in the skill and courage of Mr. Hughes that if only a bare majority of the people, instead of about nine-tenths of them, were in favor of direct nominations, we believe he would be equal to enforcing their will upon a boss-made Legislature. When the Governor goes into action—he has only been reconnoitering so far—the frightened legislators will not dare to defy the powerful public sentiment that will be aroused by Mr. Hughes's appeal to the voters. They will be faced with a choice between submission to the general demand of the State, which is insistent in every Assembly District, without one exception, and surrender to the bosses and special interests at the cost of going to the political shambles the next time they appear before the people."

The Albany correspondent of the New York *Tribune* (Rep.) sketches the position of the Governor's foes as follows:

"There is an attitude of cocksureness on the part of the anti-Hughes leaders which is born of a genuine belief that Governor Hughes has lost his hold on the general public. They think nobody cares whether there is a new charter for New York City; whether the telephone and telegraph companies are placed under Public Service Commission supervision; whether primary reforms are accomplished; whether the State which created them gives proper legislative support and assistance to the Public Service commissions, or how all these projects are tossed aside.

"The Governor's adversaries look on almost pityingly, while Governor Hughes continues his preparations for a campaign lasting all summer and including visits to the county fairs to discuss with the people direct the administration of their affairs. They have decreed that New York City shall have no new charter this year. They have determined that there shall be no supervision of telephone and telegraph companies this year save over their dead bodies; they have apparently decided that the pending amendments to the Public Service commissions and railroad laws designed to give to the commissions much needed authority to enable them to cope adequately with the transfer situation and other pressing evils are not needed. They disregard or fail to comprehend Governor Hughes's arguments that such action on their part proves the failure of the convention system to nominate public officials responsive to public sentiment. But, most of all, after two years' somewhat painful experience with him, they show daily that they fail to understand Governor Hughes himself, his views, and his motives.

"There will be no more sub-surface opposition to the Governor or quiet manipulation to defeat his recommendations. His enemies threw off all restraint yesterday, and from now on until adjournment will take delight in defeating the so-called Hughes legislation as roughly as possible. Supporters of the Governor secretly are rather well pleased with the turn affairs have taken.

"'Let them stew in their own grease awhile,' remarked one of the Governor's adherents. 'The Governor will furnish the fire, and the voters will supplement it.'"

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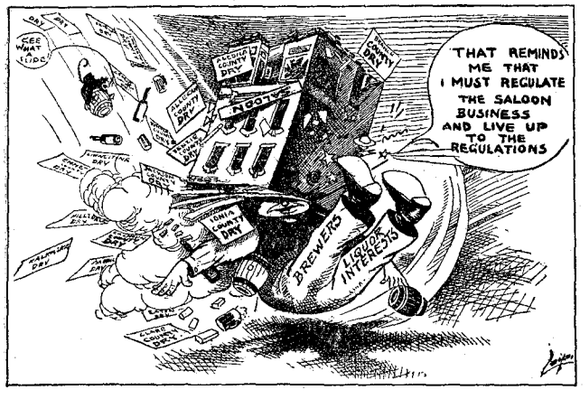
OUTLAWING DRINK IN MICHIGAN

"OUR interests are satisfied with the result," said Mr. Harry Rickel, leader of the liquor forces, the morning after last week's elections in Michigan, by which 19 of the 84 counties were added to the dry territory and 600 saloons and 10 breweries were put out of business. As the Prohibitionists are also pleased, this seems to make it unanimous. Mr. Rickel's satisfaction, however, is due to the fact that seven counties voted to stay wet and one that had tried prohibition for a year went back to its cups. "Two years from to-day we'll regain most of the territory we lost yesterday—there isn't a doubt of that," he says confidently. His confidence, however, does not seem contagious. Ten counties went dry last spring, and Mr. Morrow, the antisaloon leader, says the campaign is already on for more victories next spring. This raises the interesting question whether Michigan would declare for State-wide prohibition if it were put to a vote. The Detroit *Journal* says on this point:

"Yesterday's results throw some light on what might happen if the people of Michigan were called upon to vote on the question



HE DIDN'T TUMBLE UNTIL A BRICK HOUSE FELL ON HIM.
—Leipziger in the Detroit *News*.

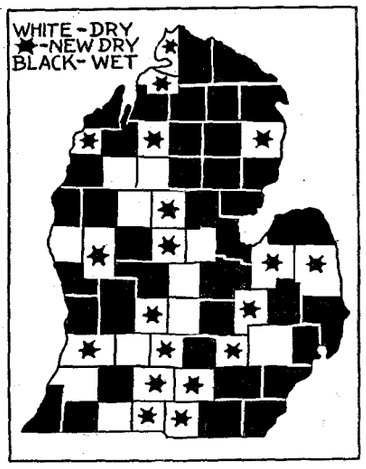
of State-wide prohibition. With 20 counties giving a total majority of over 16,000 for abolition and 8 counties giving a majority of over 7,000 for the saloon, it looks as if the State would declare for prohibition. The fact has to be taken into account, however, that at yesterday's election none of the great cities of the State, Detroit, Grand Rapids, Saginaw, Bay City, and other manufacturing centers, had a chance to express their opinion on the subject, and it is there that the 'wet' vote would be strongest. The hostile vote rolled up in these big cities might neutralize the majorities of a score of agricultural counties. Still, if the country districts were to declare for prohibition as emphatically as they did yesterday, the rural vote would probably swamp that of the cities."

The liquor interests should learn from this election, remarks the Detroit *News*, "the fact that public sentiment is like a buzz-saw, and any interest that monkeys with it is bound to pay severe penalties." Moreover:

"Public indignation is so slow in rising to the stage of action that many make the mistake of supposing that it may be ignored, but once created, public prejudice becomes strong and is not easily removed.

"Michigan as a State has been inclined to be very liberal toward the saloon interest, but indulgence has been abused. The powers which have attempted to control local and State legislation and to override the statutes that exist find themselves pulled up with a sudden curb. It rests largely with the saloons and breweries whether this wave of discipline is to sweep over more counties or stop where it is. If the law is abused locally, and if legislation at Lansing indicates that the saloon is better represented than the people, the next election will witness a further elimination of the saloon. The motive behind the action is both moral and political, and the natural deduction from the test vote in twenty-seven counties is that the interest which opposes decent control and foolishly tries to usurp the powers of government may well beware.

"Indications at Lansing show that there is little prospect that prohibition will become a State issue in the near future. The Antisaloon League feels that it is doing very well through the local-option law. The leaders are too discreet to risk a State issue for fear they might, through the vote in the larger cities, lose some of the ground they have gained by piecemeal methods. The liquor interest, on the other hand, dares not take the risk of putting prohibition to the test. Its leaders remember very well the campaign on that issue twenty years ago, which gave them a close shave and a bad scare. They realize that in the intervening years the saloon has not gained in favor with the people."



THE BATTLE OF "WETS" AND "DRYS" IN MICHIGAN.

The white counties are those which were dry before the recent election, while those marked with a star have just voted dry. The black counties are wet.

The leading opponent of the prohibition movement is the Louisville *Courier-Journal*. It claims that "prohibition does not prohibit," and only cuts off an important source of revenue without improving the morals of the community. It notes that the North Carolina prohibition law closed the schools of Raleigh for several weeks until money could be borrowed on an increased tax levy to run them, and goes on to quote the Richmond *Times-Dispatch* thus:

"Mobile had financial troubles with her schools when Alabama passed under State-wide prohibition. Wilmington had a narrow escape from discontinuing education for a season. City and county tax rates are being raised all through North Carolina, and we read that 'many citizens complain bitterly that they are being taxed more heavily than they can bear.' But, of course, prohibition always destroys sources of revenue, and the ensuing deficits must be recouped somehow."

THE REAL ISSUE.

The big oil octopus wants to drive the People's Government out of the National and State Capitols through the Antisaloon League. (This is a sample of the campaign ammunition distributed in Michigan by the saloon interests before the recent elections.)

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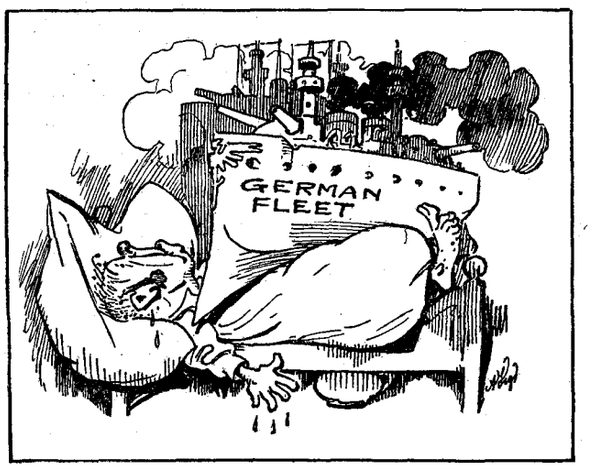
ENGLAND'S NAVAL UPROAR

IF all the world's battle-ships outside the *Dreadnought* class had been wiped out of existence, the naval panic might be imagined. Great Britain and Japan are the only two nations that would have any afloat. Yet such is the superiority of this type that some such situation actually exists to-day, for the older ships are ignored as if they did not exist. The cruise of our Navy around the world was a parade of obsolescent war-craft. England has two battle-ships and three heavy cruisers of the *Dreadnought* class completed, but Germany has enough under way and on paper to overtake England within three years. The British seem to regard this German program as a crime, to judge from some of



THE NIGHTMARE OF JOHN BULL. CAN HE THROW IT OFF?
—*Kladderadatsch* (Berlin).

their papers, and one British journal quoted below actually suggests the idea of attacking Germany now, with or without provocation, while England is still superior on the water. Hitherto the British have made it their policy to keep their Navy equal in strength to those of any other two Powers. Now they see themselves being rivaled by a single Power, and that the very one they most dread and dislike. This effort of another Power to equal them is treated almost as an affront.

From the recent comments in the English press and the debates in Parliament we gather that the central point in England's prevailing tornado of alarm is the fact divulged by Mr. Asquith that "Germany can, if she will, build by 1912 as many *Dreadnoughts* as we can." "It is not certain that she will build as many," it is admitted, "but her new capacity to do so has produced the present crisis of amazement." It is agreed on all sides that "by an unprecedented fact in English naval history another nation threatens to equal and excel England's naval strength," and Mr. Stead accordingly proclaims that immediate action is necessary. He deprecates "further palaver" as "matters of life and death ought not to be left open for discussion."

The serious threat of Germany's preponderance as a sea power is intensified by the news that, backed by Austria, she has massed her troops on her eastern frontier and threatened to invade the kingdom of the Czar if any attempt is made by the Government at St. Petersburg to interfere in the Balkan question. She thus claims to be sole arbiter in Eastern European affairs, and has induced Austria to lay down three *Dreadnoughts*. This, says the Berlin correspondent of the London *Standard*, is considered to be a step compelling England to lay down more than eight *Dreadnoughts* at once.

In many quarters a feeling of bitter indignation is being roused against Germany for having presumably stolen a march on the British Government by building ships of war secretly. But Mr. Asquith does not take this view and stated in the House that no formal agreement had taken place between the two Governments as to their naval programs. Nevertheless the London *Observer* savagely exclaims that England has been hoodwinked and war is to be anticipated next year. To quote from an editorial in this journal:

"We stand in a crisis of national peril such as for two hundred years has never threatened us in peace or war. By an act of moral treachery, which would justify us in armed reprisals now, a foreign Power has doubled its naval program in secret, and has gained six months' start in a conspiracy against our life.

"Let the absolute truth of this alternative sink into the brain of every citizen—we must fight before 1910, while we still have a full margin of power in hand, or build eight *Dreadnoughts* now. There is no third way."

The matter is more calmly handled by the London *Daily Mail*, whose remarks are as follows:

"In Britain the House of Commons met last week to hear the most disquieting statement with regard to the strength of its Navy and the progress of Germany ever laid before it. It was called upon to vote Navy Estimates showing an increase of only £2,800,000. It met to consider a program of shipbuilding which provided only four *Dreadnoughts* and a sum of but £10,200,000 for new construction and armaments. For one day recriminations were hushed by the sense of danger. The voice of patriotism was heard. But the effort was too great to maintain, and during the past week faction and ignorance have reasserted themselves. The danger is being derided, tho on the showing of ministers Germany in 1912 may have seventeen *Dreadnoughts* to the British sixteen. The German number may be even greater than ministers allow. Three *Dreadnoughts* are to be laid down by Germany's ally, Austria. Three more, it is believed, are to be built in Germany for foreign Powers. If they were added to the German force—and there is nothing to prevent this—then Germany in 1912 might have a force of twenty-three of these ships, a preponderance which would wipe out all our advantage in ships of the *King Edward* class, and which would foreshadow the loss of the command of the sea. But tho such is the emergency, one member of the House of Commons demanded a rapid reduction in British naval expenditure; a second declared that the Labor party would unswervingly oppose a program of eight *Dreadnoughts;* and a third moved to reduce the small pay of our naval officers and to cut down the *personnel* of the fleet by 20,000 men.

"The parallel throughout is poignantly close to the attitude of Germany and France on the eve and outbreak of the Franco-German war."

But England's preparations must be complete and unmistakable, declares the London *Spectator*, for Germany is confidently anticipating an outbreak of hostilities in the North Sea. To quote the concluding sentences of this editorial:

"Germany believes that she need not wait for a paper equality or superiority. We hold that this fact is one which we are bound to take into consideration in making our calculations as to how to prepare against war. The more men dread an outbreak of war on moral and humanitarian grounds, the more necessary it is for them to do their best to make our preparations adequate. Only preparations so complete and on so vast a scale as to make even the ardent men who control German naval policy consider that the game is not worth the candle can prevent war in the future. That is our firm belief. We have still the time in which to make such preparations, but no time to waste in sleep or doubt."

The Liberal papers are inclined, however, to deride this sudden flare-up of excitement and a good example of this spirit in its extreme manifestation is furnished by *Reynolds's Newspaper* (London) in which we read of this "short-lived scare"; of the jingo methods of "manufacturing a warlike spirit"; and a "sordid, dirty game"; in which "lies are invented, and figures are cooked solely for the purpose of terrifying the British elector with the bogy of a German invasion."

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HENRY GEORGE AND NEW ZEALAND "DREADNOUGHTS"

THERE are only a million souls comprized in the whole population of New Zealand. How can this small colony afford to offer England a *Dreadnought*, or two if necessary? In the first place the revenue is raised to a large extent from three sources not utilized in England, namely, the profits of railroads owned by the Government, the rental of the Government lands, and the taxes raised from the land and not on the improvements of private real estate. This last is the most remarkable feature in New Zealand finance, says a writer in *The Daily News* (London), and is a resource by which she is able to raise a revenue of $35,000,000, or $35 a head of the population. The monopoly of land by large owners, at present so bitterly felt in Australia, has been obviated, we are told, by this partial adoption of the theory of Henry George by the New Zealand Government. As we read in *The Daily Mail:*

"The taxation of land values was instituted in New Zealand more as a social remedy than for purposes of revenue. It was designed to break up the great estates which land speculators were holding out of use, and to substitute for them small holdings in the hands of a prosperous and manly population. The first penny tax was levied in 1891 when the evil of land monopoly was at its height, and the whole Colony threatened with bankruptcy. In a few years occupied and cultivated holdings increased from 41,224 to 72,338, and the land in cultivation from 8,893,000 acres to 14,383,000 acres.

"The building trade, of course, enormously benefited by making land available that had hitherto been held to ransom by untaxed speculators."

The advantages of exempting improvements from taxation is dwelt upon by Mr. Heyer, Commissioner of Taxes, in a communication published in 1906, which contains the following remarks:

"There can be no doubt whatever that the total exemption of improvements on land from all rates and taxes has led to a very large increase in the outlay on improvements, which comprize materials and labor and the beneficial effect of this on trade, and the demand for labor has been great. . . . . .

"The effect has certainly been to greatly stimulate the building trade. The object and tendency of this system of taxation is to compel land being put to its best use, so that the greatest amount of income may be derived from it, and rendering it unprofitable to hold land for prospective increment in value. It has been the direct cause of much valuable suburban land being cut up and placed in the market, and thus rendered more easily available for residential purposes, and of the subdivision of larger estates in the country, resulting in closer settlement."

THE BILLIARD-SHARK OF HÔTEL EUROPE.
EDWARD—"I must come at it indirectly."
—*Kladderadatsch* (Berlin).

THE PANIC-MONGER.
—*Daily Chronicle* (London).

Contrasting the English system with that of her dependency the editor adds:

"A tax on our land values at the same rate as obtains in New Zealand would produce not less than £14,000,000, a sum that would make a few more *Dreadnoughts* a matter of little difficulty. According to New Zealand experience, it would do more than that."

EMPTY CRADLES IN ENGLAND—An alarming suggestion of a steady decline in the English birth-rate is conveyed in the seventieth annual report of the Registrar-General of Births, Deaths, and Marriages in England and Wales. The births registered in 1907 numbered 918,042, or 26.3 per thousand of the total population. These figures point to a serious fall from the record of 1876, which was 36.3 per thousand of the population. Speaking of the relation between the birth-rate and the death-rate, the Registrar-General observes:

"Heavy as the fall in the birth-rate has been in this country, the effects in regard to the numbers of the population have been to some extent modified by the decline in the death-rate, but clearly the death-rate can not continue to decline indefinitely. The effective addition to the population, *i.e.*, the annual rate of increase by excess of births over deaths, which was 14.56 per 1,000 living in the period 1876–80, had fallen to 11.27 per 1,000 in the year 1907."

Of the reasons of this decline in the number of births in England he makes the following startling admission:

"There are sufficient grounds for stating that during the past thirty years approximately 14 per cent. of the decline in the birth-rate (based on the proportion of births to the female population aged 15–45 years) is due to the decrease in the proportion of married women in the female population of conceptive ages, and that over 7 per cent. is due to the decrease of illegitimacy. With regard to the remaining 79 per cent. of the decrease, altho some of the reduced fertility may be ascribed to changes in the age constitution of married women, there can be little doubt that much of it is due to deliberate restriction of child-bearing. The fact is also significant that at the last census period, 1900–2, the fertility of English wives was lower than that recorded in any European country except France."

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SOCIALIST GAINS IN ITALY

THE success of the Italian Socialists in capturing 40 of the 508 seats in the new Parliament, as against 26 in the last one, calls for an explanation. This is to be found, according to the French papers, in the well-known policy of the Italian Premier, Mr. Giovanni Giolitti, in piling on taxation and insisting on a strong army and navy for Italy. The Paris *Intransigeant* also tells us that the president of the Council stands for the Triple Alliance, while Socialists and Republicans "are resolutely set against" this entanglement. The anti-German and anti-Austrian feeling which is developing in Italy, and which has done so much to decide the recent elections, is proved, says the *Intransigeant*, by the geographical position of the cities which have returned Socialists and Republicans. To quote its words:

PREMIER GIOLITTI,

Whose policy of heavy taxation for militaristic purposes is making many Socialists in Italy.

"They have recaptured their ancient strongholds and have added to them. They have triumphed in Rome, Florence, Milan, and most of the cities of the North which at one time were Austrian — Mantua, Biella, etc. They have taken cities formerly papal in sympathy. Bologna, Forli, Ravenna, Imola, Genoa, and Savona are favorable to them. The new movement has not spared either Verona or Venice."

The matter is seriously and dispassionately dealt with by the papal *Osservatore Romano*, which sets out to explain "the causes of wide-spread discontent manifested in the recent elections" by the return of so many Socialists. The main cause, we are told, is "the painful dilemma" into which the country is brought by the conflicting needs of the army and navy and the claims of the proletariat. The Socialists of Italy, like those of France, are mostly antimilitarists, and when Italy is called upon "to choose between two needs, one of which imperils peace and contentment at home, while the other compromises prestige and influence abroad," it is no wonder that the proletariat vote for the Socialist who thinks less of a powerful foreign alliance than of the social comfort and elevation of Italy. In this connection the *Osservatore* quotes the communication made by an Italian deputy to his constituency in Northern Italy. Mr. Maggiorino Ferraris writes to his electors and supporters at Acqui:

"Every increase in the expenditure on the army and navy blocks the indispensable efforts which ought to be made in the elevation of the proletariat, in the establishment of social peace, and in strengthening the constitutional order of the realm. Such military and naval expenditure is already calling out a spirit of rebellion in the Socialist and Radical parties and gradually consigning the control of the Government into the hands of men who have hitherto proved themselves hostile to any military or naval establishment. The recent elections have proved that this is the dilemma, perilous yet inexorable, between the horns of which the press, the Parliament, and the Government must courageously choose."—*Translations made for* THE LITERARY DIGEST.

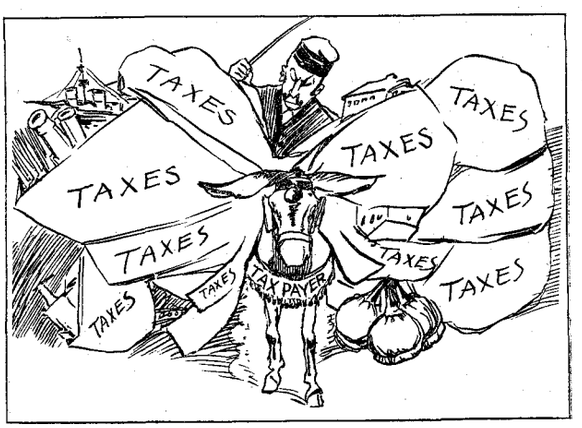
AN ANTISUFFRAGETTE BOOMERANG

THE recent meeting of the Woman's Antisuffrage League in London was presided over by Mrs. Humphry Ward and conducted with such remarkable order and common sense that "a prominent politician" quoted by the London *Daily News* declared that "the ability shown by the ladies of the Antisuffrage League almost converted him to those very views which the League was organized to oppose." The ladies of a certain social class have always been more or less active in some fields of political life, but generally these have preferred to watch the battle like Homeric goddesses from Olympian heights. But the London *Times* seems to think that these aristocratic members of the "Upper Ten" have it in their power to decide their own fates and that of their less happily situated sisters on the franchise question. "Mrs. Humphry Ward," we are told, is "a lady whose prominence no less in social service than in literature worthily entitles her to take precedence in eliciting and expressing the opinion of her sex upon this question."

This is rather a one-sided method of deciding the question, thinks *The Daily News*, quoted above. Mrs. Ward and her class do not want to keep out of politics or to refuse the franchise, but merely to monopolize all political influence and maintain their share in it as the privilege of the aristocratic. To quote this editor's comment upon the "largely attended meeting" of Mrs. Ward's supporters:

"Doubtless we shall soon be told that its success is a new proof that women resent the suggestion that they are fit for political power. For our own part, we can not but admire that irony of circumstance which is drawing women into public life by the very act of recording their disapproval of the movement by which their enfranchisement is to be effected.

"But the ability displayed is not hard to understand. The women who are at the back of the antisuffrage movement are not opposed to women taking part in politics. Indeed, many of them as members of the English upper classes and relatives of prominent politicians are past masters of the game. Their real objection is to sharing the power which from their position is already theirs with



THE DONKEY BALKS.

The Italian peasant can not and will not continue to carry the load.
—*Pischietto* (Turin).

their poorer sisters. The Antisuffrage League is one of the many retreats where aristocratic privilege is defended, and therefore it meets in drawing-rooms and concert-halls. It can never descend into the streets and make use of that democratic forum, the orange-box at the street-corner, as do the members of the suffrage societies."

The main work of the meeting was the unanimous and enthusiastic carrying of a resolution in which those present "repudiated, on behalf of a majority both of men and women of the country, the doctrine of the political equality of the sexes."

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A NEW FRENCH REVOLUTIONARY MOVEMENT

PARIS, once the home of revolution, the worshiper of an ever new "Bonnet Rouge," has more recently changed into the home of strikes. The strikes of France are coming to form one of the political sensations of our day, as they are daily, weekly, monthly recorded in the Continental papers. They are directed as much against law and order as against the monopolies of trade. We see one branch of industry after the other rising in avowed rebellion against the Republic, the Parliament, and the existing Ministry. Telegraph-operators and electricians, among the most intelligent of the wage-earning classes, are joined by bakers, boatmen, and carriage-drivers. The last great strike, that of the postal, telegraph, and telephone employees, has resulted in a sweeping victory for the malcontents. The Paris journals are full of anecdotes illustrating the reckless violence with which the striking

FRENCH SOLDIERS ACTING AS POSTAL CLERKS DURING THE STRIKE.

orators rail against existing institutions in France. Pataud, the secretary of the striking electricians, who by one word plunged Paris into darkness, had previously presided at a meeting of 10,000 men in which he cried, "Down with the Parliament!" "Down with the Republic!" "Are we endangering the Republic?" exclaimed a discharged postal employee, "what do we care for the Republic?" He was answered by a cry from the crowd, "To hell with the two Bastilles—the Parliament and the State!"

The Government have been powerless. How could they help themselves? asks the *Indépendance Belge* (Brussels). Could anything have been done, even by a Roman dictator? This discerning journal proceeds:

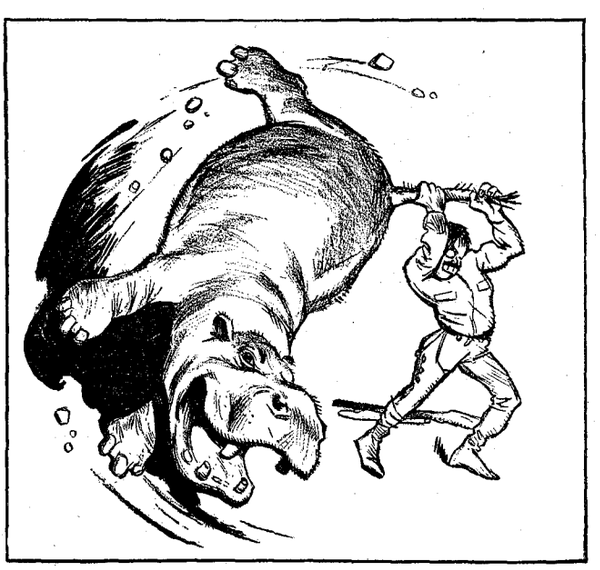
"Do you imagine that if you had a dictator in power he could have compelled those 100,000 employees of the post, telegraph, and telephones to resume work? By what means? By bayonets? We hear this said, but it is an impossible thing to do. Suppose that to-morrow, what some day will happen, were actually to take place, the railroad operatives were in their turn to go on strike. Could any power compel engine-drivers and firemen to resume? . . . The strike universal seems imminent, and we see that revolutionary preparations are even now being made under the very eyes of a Government which has not either the means or the courage to deliver the country from anarchy."

The Government is also blamed by the *Figaro* (Paris) in an article under the heading "The Triumph of the Revolution." The writer considers that this "triumph" and "the easy success of these revolts" ought to be taken as "one of the clearest signs of the Government's dangerous feebleness." Naturally this important Conservative organ makes political capital out of the failure of a Radical Government. To quote the words of Mr. André Beaunier in this journal:

"The strike is over. It ends with the victory of the revolutionaries. This results merely from the imbecility of the Government. All the revolts of the last few months have been successful—not because they were justifiable, but because our Radical Government is pusillanimous. But how could the Government have extricated itself from the difficulty? That is for them to find out. That the difficulty was greater this time than heretofore resulted from the weak complaisance with which previous strikes had been handled."

MR. CHAUSSE,
The first Socialist to be elected President of the Municipal Council of Paris.

In many papers, however, Radical as well as Conservative, the defeat of the Government is looked upon as of almost less economic than of political significance. The strike is a distinctly political weapon of defiance against authority, and is instituting a "social revolution." Thus the *Radical* (Paris), organ of the striking classes, ironically congratulates Mr. Clemenceau; and Mr. Jaurès's *Humanité* exclaims: "Arrogance has fallen." "The police and postal authorities are conquered by the strike." Mr. Simyan, the chief of the postal department, is especially stigmatized, and even the judicious *Temps* is driven to the suggestive avowal: "The strikers demanded the head of Simyan, and they got it. The social revolution has gained its first great battle."—*Translations made for* THE LITERARY DIGEST.



ADVANCE PICTURE FROM AFRICA.
Ulk (Berlin).

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INSECTS' MINDS

THAT the mental processes of insects differ qualitatively, that is, are of a different kind, from those of man, is the belief exprest by Nathan A. Harvey, of the Normal College at Ypsilanti, Mich., in *School Science and Mathematics* (Chicago, April). On the other hand, the writer thinks that the mental processes of the dog, the horse, and other mammals, are the same in kind as man's, tho they differ in quantity. He says:

"If the mental processes of a dog or a horse were to be increased a very great deal, we might have such mental processes as man himself experiences. But with insects, such increase in quantity would not result in intelligence that would correspond to human intelligence, but would show a totally different kind. . . . . .

"The mental processes of man are conditioned by several factors. In the first place, they are conditioned by the brain and nervous system. For every mental process there is a corresponding physiological change, which change always, or nearly always, takes the form of the transmission of a nervous impulse through a nervous arc. . . . The transmission of a nervous impulse through a ervous arc that is different in structure and kind from that of human beings must of necessity be a mental process that is different in quality. The nervous system of an insect is not like the nervous system of a vertebrate. It is composed of a double nerve cord and ganglia ventrally placed, and neither by its structure nor by its position, which are the two tests that must always be applied, can it be shown to be homologous to the brain and spinal cord of man.

"The simplest mental processes of man . . . are sensations. . . . If our sense organs were different, there can be no doubt that our sensations would be different, and the resulting complex mental processes which have sensations for their elementary constituents would necessarily be different. .We can show that the sense organs of insects are different from our own, and therefore we are justified in reasoning to the conclusion that the mental processes of which sensations are the elementary constituents must be different."

PROFESSOR NATHAN A. HARVEY.

While insects lack some of the senses possest by man, he says they have others that we are without. Their instinct he classes with our intelligence.

Taking up insect sense-organs one by one, the writer shows that the insect's principal eyes are immovable and compound and can not "see" in the same way that ours do. It can discern motion and color, but can not define objects. As for hearing, the most intelligent insects—ants, bees, and wasps—have none. Even those that have so-called "ears" probably are unable to hear at all as we do. As for taste and smell, these are hardly identical in insects with the homologous human senses. Feeling, which in man is located in the skin, is exercised in the insect through touch-hairs, its body being covered outwardly with a hard coating. But besides these doubtful homologs of human senses, insects possess other senses of great acuteness, of which we are wholly deprived. Says the writer:

"Experiments have shown that a cecropia moth can perceive the presence of a female at the distance of a mile or a mile and a half, under conditions where a man would be unable to perceive its presence at a distance of more than six inches. Shall we call this sense a new sense, or a heightened appreciation of the old? Such senses as are exemplified by the cecropia moth, and others that are shown to exist in bees, ants, and wasps seem to be located in the antennæ. But the antennæ are organs of which no homolog exists in the human body. Hence we are the more completely justified in asserting that the antennal senses, how many soever they may be, are such as produce no sensations in the human being.

"The general structure of the body of the insect is different from that of man. Oxygen is carried to the tissues, not through the medium of the blood, but directly through air-passages. Blood and breathing accompany many sensations in the human body, and a different set of sensations must accompany the different processes found in the body of the insect. The life is shorter, the manner of living different, the methods of maintaining existence are widely separated. If we recognize that a large part of our feelings, and consequently motives to action, are determined in us by the necessity of preserving ourselves from destruction in various contingencies, we shall be able to appreciate how very different must be the mental life of an insect.

"It seems as if we had shown conclusively that if insects manifest intelligence it must of necessity be a very different kind of intelligence from that which man possesses. In the sense organs, and in the central nervous system, we find structures so exceedingly different that the resulting sensations and mental processes derived from them must be qualitatively different."

Granted that the kind of intelligence possest by an ant or a bee is totally different from that of a dog or a man, Mr. Harvey sees no reason to deny that the amount of intelligence in the insect may be very high indeed—perhaps higher than man's:

"All observers of ants, bees, and wasps concur in assigning to them a high degree of intelligence. If we were to see a company of horses or dogs performing the same kind of communal activities that bees do, preparing food of one kind for themselves and another kind for their young, caring for their young as bees do, producing wax and constructing from such material their comb, we should attribute to them without hesitation a large amount of intelligence. So when we observe a mud-wasp building its cell, provisioning it with spiders that are not dead, but paralyzed by stinging in the ventral ganglia, when we see such complicated activities of this kind adapted so perfectly to a determinate end, we can not escape the conviction that a high degree of intelligence is necessarily attributable to an insect that is capable of performing them. Whoever carefully studies any single individual of this group in all its varied activities throughout a period of days or weeks, can not fail to come to such a conclusion."

Those who deny the writer's proposition fall back, he says, on the assertion that these activities are merely the result of instinct—that is, of inherited racial mental processes, not those of the individual. He acknowledges this, but denies that instinct is to be left out of consideration in reckoning intelligence. As he puts it:

"Man exhibits many instincts, but none of them is comparable in complexity nor fixedness to those of insects. But we do know that the more nearly perfect any activity becomes in us, the more nearly it approximates the character of an instinctive action. All of our activities that originate as conscious, voluntary, willed acts, by practise come to assume the form closely allied to that of instincts. We say that we instinctively raise our hand to ward off a blow. We may be unconscious of the process by which the act is started, but we are never unconscious of the result that is to come from the action. What we do perceive is the result of the action before the action occurs, and this is the motive to the act.

"We may illustrate the action of a mental instinct by a reference again to the necessary, self-evident truths. These mental processes most nearly approximate an instinct. Were we asked how we know that the whole is equal to the sum of all its parts, we immediately reply, 'How else could it be?' So it is easy for us to conceive that if a mud-wasp were to reply to the question how she knows just where to sting the spider and why she does that before putting it into the cell, she would say, 'How else could it be done?' The point is that our knowledge of the fact that the whole is equal

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to the sum of all of its parts, which we know as soon as it is necessary for us to know it, is not an indication of a lack of intelligence, but an evidence of intelligence. A person who did not know it instinctively would be the one lacking in intelligence. So the activities that are called instinctive in insects are indications of a high degree of intelligence, and not of a lack of it."

TROUBLES DUE TO MOUTH-BREATHING

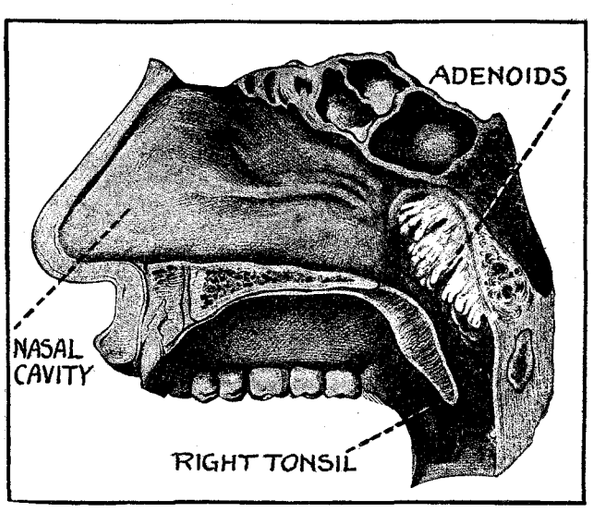
A ONCE-CELEBRATED pamphlet with the title "Shut Your Mouth!" set forth to our grandfathers the advantages of breathing through the nose and the injuries that might result from mouth-breathing. The latter, however, was treated merely as a pernicious habit that might be overcome, whereas it is now generally recognized as the result of abnormal conditions, generally nasal obstruction. In *Good Health* (Battle Creek, April) Dr. J. T. Case states the conditions and results very clearly. He says:

"Normally one should breathe, not through the mouth but through the nose. . . . The nostrils, while apparently small at the external opening, soon widen out into a large, double air-chamber—a great deal larger than one would suppose without having studied into the matter. The air current, after traversing this nasal chamber, then makes a sharp bend into the naso-pharynx (the expanded upper part of the throat). The air then passes through the pharynx, past the tonsils, and into the larynx and windpipe, and is then distributed to the lungs. Into the nasal cavity project three scroll-like bones, called 'turbinates,' lined by a sort of erectile tissue, which is richly supplied with blood-vessels. These turbinates are like the flues of a boiler, affording a large moist and warm surface by which the air is exposed to heat, so that in traveling a distance of scarcely more than two inches it is both warmed and moistened. Two-thirds of a pint of water is daily taken up from the nasal mucous membrane by the air passing into the lungs. The stiff hairs in the nasal openings strain out the coarser dust particles, while the finer dust- and germ-laden specks adhere to the moist walls of the nasal or pharyngeal cavities, as one can easily demonstrate by blowing the nose after an hour's work in the dust. The warming and moistening of the air thus prevents the entrance into the bronchi of cold, dry, dusty air which would be irritating to the delicate lining of the lungs. In the case of the mouth-breather, the protective influence of this warming, moistening, and purifying process is lost. There is also a nasal secretion which helps to destroy the bacteria which enter with the air. The sense of smell, located in the nostrils, should also warn against the presence of poison-laden air just as the sense of taste warns us against undesirable food."

By courtesy of "Van Norden Magazine."

AN "ADENOID PARTY."

In many large cities the school-children are periodically examined by physicians, and those suffering from adenoids are sent to the dispensaries for treatment or operation. This cut represents an "adenoid party" awaiting operation at one of the large New-York dispensaries. Note the peculiar expression of the face which characterizes the mouth-breather.



By courtesy of "Van Norden Magazine."

WHERE THE ADENOIDS FORM.

Showing how adenoids or enlarged tonsils obstruct normal breathing. Note the large nasal cavity, the lining of which covers an area of over twenty square inches, and serves to warm, moisten, and purify the air before it passes on into the throat. This cut shows a large mass of adenoids hanging from the roof of the naso-pharyngeal cavity (the expanded upper end of the throat).

Mouth-breathing, Dr. Case tells us, is generally the result of obstruction of the nasal cavities, either by foreign bodies, by enlarged tonsils, by growths such as adenoids or nasal polypi, or by deformity of the nasal bones. Says Dr. Case:

"Mouth-breathers waken in the morning with open, dry mouth, foul-smelling breath, persistent hoarseness, sometimes headaches and a loss of appetite. The physical expression is characteristic and indicates mental listlessness. The nose becomes pinched and the root of the nose (between the eyes) flattened; the lips are thickened and the upper lip is shortened so that the upper front teeth show; the inner corner of the eyes being drawn down, the eyelids droop, and give a long-drawn appearance to the face. The upper jaw becomes deformed; the palate being high and arched, and the two sides of the jaw being too close together, the upper front teeth are pushed forward. There is a pathetic vacant expression to the face; the eyes are dull; the mouth is usually held more or less widely open; rounded shoulders are usually present and there is a generally sluggish appearance in the child's attitude. On account of the nasal obstruction, the lungs are insufficiently expanded and the chest assumes the characteristic deformity called 'pigeon breast,' the lower part of the chest and the sides being deprest and the breast bone becoming unusually prominent. The lack of oxygen causes a fall in the number of red blood-cells from the normal (100 per cent.) to 70 or 60 per cent., often less; and a diminution of the coloring-matter of the blood by one-third, or even one-half. When normal breathing is restored and the lungs are properly ventilated by removal of the nasal obstruction, there is brought about a gradual improvement in the quality of the blood.

"The voice has a wooden, muffled, or dead sound with a nasal twang, due to the loss of the nose as a resonating-chamber. . . . . .

"The removal of adenoids has frequently cured stuttering or stammering. When such a result has occurred it is probable that the stammering was due to a reflex irritation causing spasmodic contraction of the muscles of the throat. . . . . .

"Spasmodic croup is another result of reflex irritation associated with adenoid growths. A spasmodic cough may be so severe that it may very closely resemble whooping-cough. . . . Many coughs attributed to the stomach, to teething, to nervousness, and other causes are due to the presence of adenoids.

"Earache is a frequent accompaniment of adenoids, and deafness is often a result. A Boston physician in examining 47 cases

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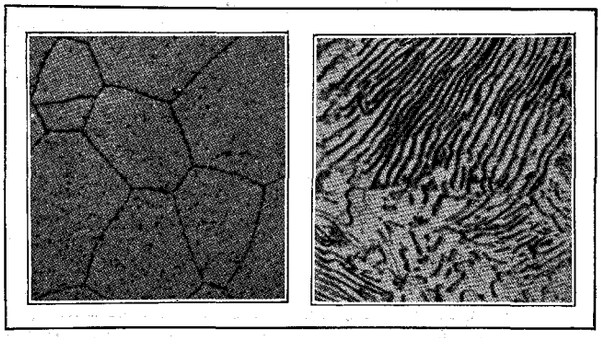
of adenoids found an impairment of hearing in 39; the deafness was cured in 35 by removing the growths. Severe complications, often resulting in incurable conditions, are almost sure to intervene



FERRITE PEARLITE.

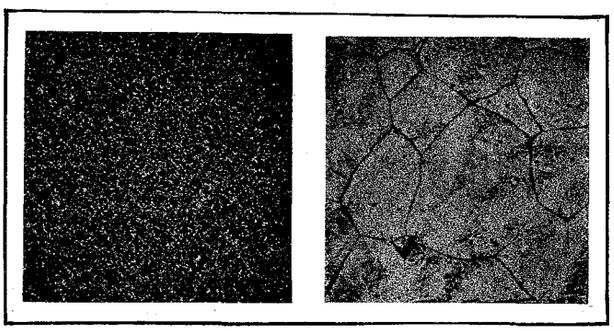
Both × 1,000. From Prof. H. C. H. Carpenter's paper before the Iron and Steel Institute.

when scarlet fever or diphtheria attacks a child afflicted with adenoids.

"The presence of adenoids or enlarged tonsils constitutes an open door to invasion of the body by harmful germs. In cases of mouth-breathing the delicate lining of the pharynx in the region of the adenoids and enlarged tonsils is never normal. The nasal secretion, which is destructive to bacteria, is absent, and thus the invasion of germs is facilitated. . . . Whooping-cough, measles, scarlet fever, pneumonia, bronchitis, and asthma more readily attack children with adenoid growths and enlarged tonsils. The germs which cause acute rheumatism may thus find entry, causing an attack of rheumatism followed in many cases by life-long invalidism, due to heart-disease, for one-third of the persons suffering from acute rheumatism develop chronic heart-disease."

As mouth-breathing is almost always due to obstruction of the nose, the way to stop it is by removal of the cause. While the obstruction persists there is little value in instructions and commands to close the mouth and breathe through the nostrils. If there is merely local congestion, due to a "cold," this may be relieved by local treatment. Dr. Case recommends giving the lungs plenty of fresh air, keeping the digestion in good order, the taking of cold baths daily, and the careful cleaning of mouth and teeth. If there are abnormal growths, they must be removed. The clearing of the nasal passages, so that they can and will be used in normal breathing, Dr. Case regards as vitally important. He closes by saying:

"Oxygen-deprivation means deficient vitality and lowered bodily resistance. Every parent should realize how vitally important it



TYPICAL STRUCTURE OF ANNEALED STEELS. 150 DIAMETERS.

STRUCTURE OF HARDENED HIGH-SPEED STEEL. 1,000 DIAMETERS.

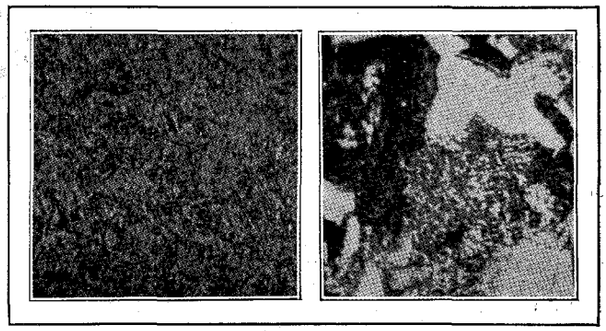
The photographic reproductions with this article, with three exceptions, are taken by permission from Mr. C. A. Edwards' paper on "The Function of Chromium and Tungsten in High-Speed Steel," in the *Journal* of the Iron and Steel Institute, and all are used here by courtesy of *The Engineering Magazine*, New York.

is that children should use their lungs to the full capacity. When, by a remediable physical defect, the child's lungs are crippled, the wise father or mother will lose no time in bringing the matter to the attention of a physician."

THE NEW STEELS

So many different alloys of iron are now called "steel" that it is almost impossible to frame a definition that will cover them all. The invention of these varieties is due to the minute chemical and microscopic studies that have been going on for many years. It is hardly too much to say that the skilled metallurgist may now produce a "steel" possessing almost any desired combination of qualities. Says O. M. Becker, in an article on "The Nature and Characteristics of the New Steels," in *The Engineering Magazine* (New York, April):

"Until comparatively recent times the name 'steel' was given by general consent to a combination of iron and carbon (as we now know), together usually with certain other substances present as impurities, such that when treated in a particular way the result was a material of high tensile strength, homogeneity, toughness, and ability to resist crumbling. The distinction between steel and some varieties of iron has been . . . slight. . . . Before the development of the modern steel-making processes, it was comparatively easy to decide whether a given sample was steel or iron. If it hardened on being quenched in water after having been heated to a good red, and took a 'temper,' it was plainly steel. But mild steel, with its low content of carbon, does not take a temper any more than wrought iron does. With the advent of the newer steels still greater difficulties are in the way of a suitable and precise



MARTENSITE. (PROFESSOR CARPENTER.)

MARTENSITE AND CEMENTITE COMPLETELY SEPARATED.

The martensite is × 150 and the right-hand figure × 1,000.

definition, and it would be hazardous to venture one here. It is sufficient for our purpose to take for granted that the name steel may properly be applied to any alloy of iron and the so-called hardening metals which is of such a structure as to permit hardening or tempering in such a way as to combine a relatively high tensile strength, reluctance to fracture, and as said above, resistance to crumbling.

"Since the discovery that substances other than carbon, in virtue of their presence, give iron the quality of becoming hard and tough under certain treatment, it has become necessary to make distinctions among the various kinds of steels, and it is now customary to speak of them in a general way as carbon, Mushet or air-hardening, and high-speed or rapid steels, etc. Various other terms have been suggested but have not come into general use, tho indeed the term 'alloy steel' is commonly used to designate all steels other than those depending upon carbon chiefly for their specific qualities. The alloy steels in turn are frequently designated as vanadium steel, tungsten steel, and the like, according to the hardening alloy which predominates; and because tungsten was the first and still is the most common of the hardening metals used in the alloy steels, they are often spoken of as tungsten steels even tho that element be in particular cases of minor importance or quite absent. Like carbon steel, the alloy steels are used for various purposes to which each is especially suited. Nickel steel, for instance, is largely used for armor plates and projectiles, and chrome and vanadium steel are largely used for the structural parts of machinery subjected to great strains, as in the case of certain automobile parts. . . . . .

"Ordinary carbon steel, such as has through the ages been used for tools, contains small proportions of elements other than iron and carbon. Some of these are useful and perhaps even necessary to make the steel easily workable, either in forging or melting.

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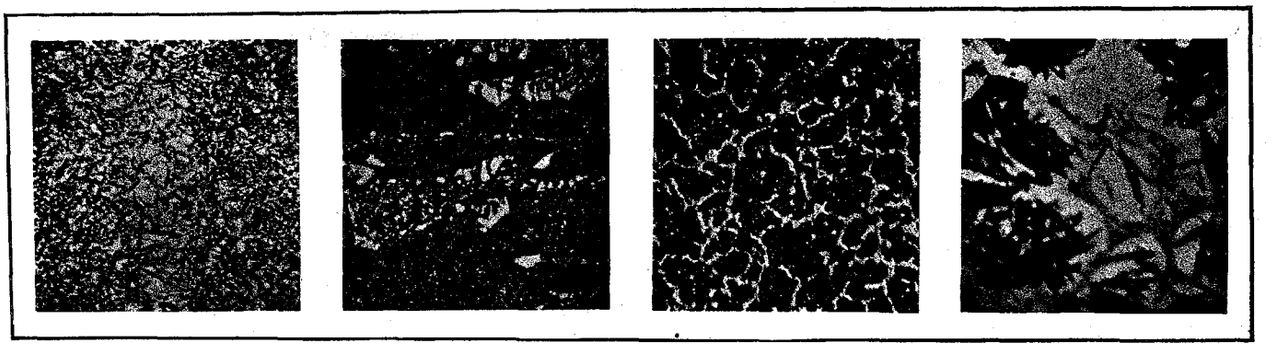


TEMPERING OF AN ALLOY WITH CARBON 0.68, CHROMIUM 3.01, TUNGSTEN 19.37 PER CENT.

On the left, heated to 680 degrees C.; 1,000 diameters. On the right, heated to 730 degrees C.; 1,000 diameters.

TEMPERING OF AN ALLOY WITH CARBON 0.67, CHROMIUM 6.18, TUNGSTEN 12.5 PER CENT.

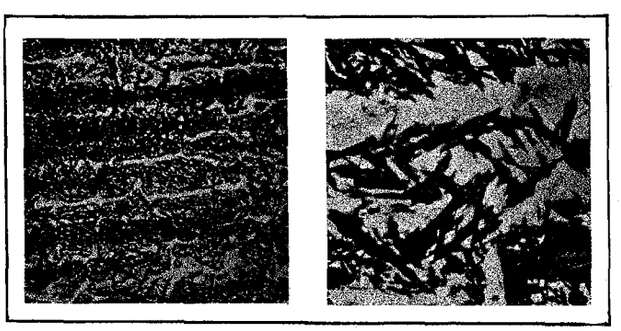
On the left, heated to 730 degrees C.; 150 diameters. On the right, heated to 730 degrees C.; 1,000 diameters.

This is the case of silicon and manganese. Both tend to make steel sound by preventing the formation of blow-holes. Silicon, in the quantities usually present in tool steels, has small, if any, effect upon the tool; tho in steels for some other purposes, where the proportion of silicon may be larger, it causes stiffness and possibly also adds to the hardness. When present in excess of, say, 3 or 4 per cent., it causes brittleness and red-shortness. Manganese acts as a sort of antidote for sulfur, phosphorus, and perhaps other impurities found in steel. It prevents red-shortness, promotes the formation of fine and uniform crystallization, increases fluidity when the steel is melted, and makes it easy to work under the hammer or in rolls. Excess of manganese, however, makes steel cold-short (brittle when cold) and causes surface cracking, especially upon quenching.

"Certain other elements, however, as phosphorus and sulfur, are not only useless, but distinctly harmful; and the greater the proportion of either present, the more inferior the steel. . . . Steel for cutting tools is usually expected to contain less than 0.02 per cent. of either. . . . . .

"Besides carbon, manganese, and silicon, self-hardening steel contains a considerable proportion of tungsten, chromium, molybdenum, vanadium, or certain other elements, generally in definite combinations."

What causes the hardening of steel? And why are some of the steels mentioned above "self-hardening," while others harden only after treatment, such as sudden cooling after heating? These phenomena, the writer tells us, are due to changes in the molecular structure of the steel, as may be seen under the microscope. It is now generally held that steel may exist in several forms, or as mixtures of two or more of these. These are, first, ferrite or soft carbon-free iron, which forms the greater part of the so-called "wrought-iron"; second, cementite, a hard, brittle carbid of iron; and third, martensite or hardenite, an intensely hard carbid of iron, which constitutes the whole of saturated steel. An intimate mechanical mixture of cementite and ferrite, called pearlite, constitutes the whole of unannealed carbon steel. Its constituents pass mostly into martensite at about 735° C. At higher temperatures still, we may have a sort of solid solution of the ferrite or cementite in the martensite, and the formation of a new structure, known as austenite. There are also intermediate forms, known as troostite, sorbite, etc. The behavior of steel may be completely explained by the formation, under various conditions, of these different structures. The object of the metallurgist is to select the particular combination that suits him and then "fix" it, so that it will persist at ordinary temperatures. The writer says on this point:



STRUCTURE OF THE NOSE OF A HIGH-SPEED TOOL AFTER CUTTING AT ITS MAXIMUM SPEED FOR 20 MINUTES.

On the left, 150 diameters; on the right, 1,000 diameters. Long white austenitic streaks embedded in a martensitic structure.

"The second or martensitic condition, that in which hardened carbon steel for the most part exists, is trapt with comparative ease. If steel be quenched in water, or any other suitable bath, while at any temperature above the first critical point, already given as about 735° C. (1,360° F.), fixation takes place quickly enough to prevent a reversion to what may be called the basic or normal state, that in which pearlite predominates. This condition continues practically permanent unless the steel is again heated. If the temperature be raised to a point above that of quenching, and cooling subsequently takes place slowly, the steel is 'let down' to the annealed condition, as if it had never been hardened. Much the same thing, in degree at any rate, takes place when a piece of hardened steel is heated to a temperature lower than that of quenching, but above, say 200° C. (390° F.); and indeed in some cases it takes place to a slight extent without any heating. The tendency is for steel to return to the 'normal,' pearlitic, or annealed condition; and as the temperature is raised higher and higher, more and more of the hard or semi-hard carbids are resolved into that less hard and more tough condition, which is requisite to tools of most kinds. This is just what takes place when tools are tempered after hardening. The 'tempering,' or 'drawing' of the temper, as the process is frequently called, consists merely in gradually heating a tool made of steel of a known quality to a temperature shown by experience to be most suitable for obtaining the desired degree of hardness or toughness."

It is found that these transformations are affected by the presence of the metals mentioned in the opening paragraphs, and it is by their use that the "self-hardening" steels are produced:

"It is through this lowering of the transformation-point to such an extent that the martensitic structure continues unchanged until it has become 'fixt,' that is, has reached the temperature where this structure no longer tends to change into the soft pearlite or annealed, that steels become self-hard, and do not require quenching.

"This lowering of the transformation-point is due to the presence of tungsten and manganese or chromium, or the like combination of the steel-hardening substances (vanadium excepted); and it is approximately in proportion to the amount of alloy contained. In the case of some of these alloy materials, especially of those most used in high-speed steel because of their cheapness or the qualities they impart, this tendency to lower the critical point or range, high as well as middle and low, becomes active only when they are combined with certain others in more or less definite proportions. Thus tungsten, to which the most important part in giving high-speed steel its peculiar properties has been until

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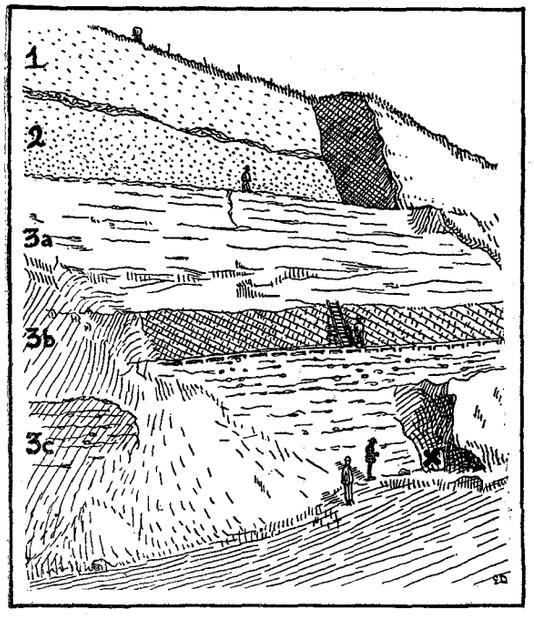
recently attributed, does not at moderate temperatures, at any rate, lower the transformation-points much, if at all; and neither does molybdenum. If, however, these are combined with chromium or manganese, and possibly to a slight extent with certain other substances, this lowering takes place; and when these elements are present in such proportion that the tendency of the steel to revert from the austenitic condition to the martensitic condition is counteracted until the temperature has passed below the point where this change can take place, then the structure of the steel becomes fixt or permanent in that condition, and the steel is austenitic, or high-speed, and that without quenching."

THE OLDEST HUMAN REMAINS

A HUMAN jaw unearthed something over a year ago in a sand-pit near Heidelberg, Germany, is described in *La Nature* (Paris, March 6) by J. Deniker, who finds reason to declare it the earliest known relic of man. The writer recalls the well-known fact that all fossil human bones found up to the present time, either in Europe or in other parts of the world, do not date back beyond the middle of the so-called quaternary period of geological time, which immediately preceded the present era of the earth's history. No authentic human bone is known to have been found in the earlier quaternary, whence there have been recovered only certain utensils. As for tertiary man, we have yet no certain proof of his existence, either from implements or from bones. It is true that, according to Eugene Dubois, the Pithecanthropus came from the strata of the pliocene, that is, the layer just above the tertiary strata; but it is doubtful whether we have to do here with a real human being. Besides, the Dutch scientist fixes this date with a certain reserve and admits that the stratum might have been between the upper pliocene and the lower quaternary, or even entirely in the quaternary. Moreover:

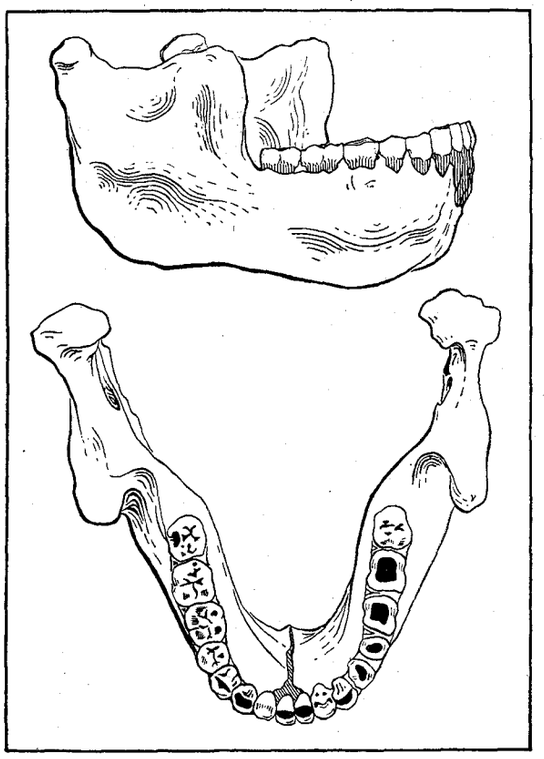
"The so-called 'Neanderthal' skulls and skeletons, found in the basin of the Dordogne, of which so much has been said in recent times, date only from the middle quaternary. Now in October, 1907, Mr. Schoetensack, a German scientist, who for twenty years had been watching the working of a sand-pit near Heidelberg in



SANDPIT AT MAUER, NEAR HEIDELBERG.
The mark X indicates where the jawbone was found.

the hope of finding there the remains of a fossil man, exhumed from a stratum belonging clearly to the lower quaternary, if not to a layer between this and the pliocene, a remarkable jaw-bone which he regards as that of the oldest known man, perhaps even of a precursor of man.

"This precious find was made in the Mauer sand-pit, six miles southeast of Heidelberg, at a depth of 24 meters [80 feet]. . . . The jaw-bone is admirably preserved, and has all its teeth. It



JAWBONE FOUND NEAR HEIDELBERG.
Seen from the side and from above.

differs in many respects from known human jaws, actual or fossil. At first sight it recalls the lower jaw of the gorilla. . . . The general thickness of the bone is almost double that of modern jaws. On the other hand, the teeth are not so large as those of modern man, and their form is absolutely human; all are prest closely together and no one is longer than the others. The chin is very retreating, with prints of the insertions of the lingual muscles very pronounced. If the jaw be placed on a horizontal plane, its anterior part . . . does not touch the surface.

"Is this jaw-bone that of a man? Mr. Schoetensack apparently thinks that it is, since he attributes it to a new species of the genus *Homo*, which he calls *Homo Heidelbergensis;* at the same time he thinks that this 'Homo' was rather a precursor of modern man or even the common ancestor of man and the anthropoids. In fact, the general aspect of the jaw is that of an anthropoid, while the dentition is very human. This fact, it seems to us, makes it impossible to attribute it to the Pithecanthropus, since the two teeth of the latter are much larger and more massive than the corresponding teeth of man.

"However this may be, the importance of this discovery will be clear to all, and the comparative study of this 'pre-Neanderthalian' creature (of which it is to be hoped that other remains will soon be found) with the Neanderthal man promises to be very fertile indeed."—*Translation made for* THE LITERARY DIGEST.

A REMEDY FOR EXHAUSTION—A so-called fatigue antitoxin, obtained by the action of certain chemicals upon albumen, has been patented in Germany and is thus described in *Energy* (Leipsic, February):

"If albumen be exposed to the mild action of chemical agents, various products arise, among which is a substance resembling the so-called exhaustion toxin. If this action be allowed to continue some time, or if the reaction mass be heated to a boiling-point, the . . . exhaustion toxin is destroyed and a substance of the reverse effect produced, in that it checks the influence of the exhaustion toxin on the body. This checking medium can be disengaged in water and dissolved in acetone, toluol, etc. It can, therefore,

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easily be separated from all other combinations arising. If, for instance, albumen is kept at an incubation temperature for 48 hours with 10 parts of 1-per-cent. nitric acid, then cooled off, neutralized with sodium hydrate, condensed to the thickness of a sirup in a vacuum of not over 50° C., and separated with distilled water, after the water has evaporated, there remains a preparation containing an antitoxin, from which a quite pure exhaustion preventive, free from salt, can be extracted with the aid of toluol and acetone."

A POPULAR OBSERVATORY

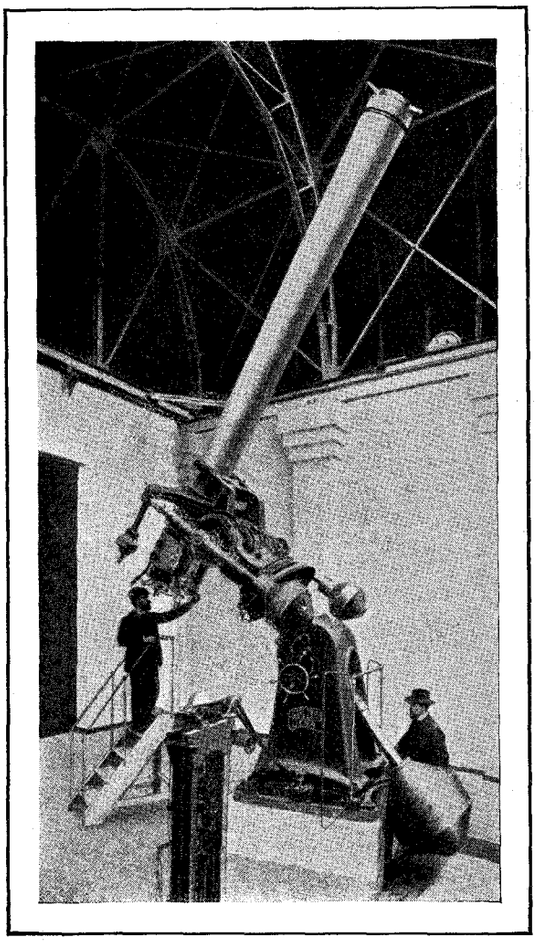
THE astronomical observatory as a form of popular amusement seems to have progressed no further in this country than the street telescope, altho our museums of the other sciences, such as zoology, mineralogy, and geology, are costly, elaborate, and thronged with sightseers. The popular form of observatory is to be found in many European cities. The "Urania," an institution recently opened in Zurich, Switzerland, is thus described in *Knowledge and Scientific News* (London, February):

"The 'Urania' . . . is a completely equipped popular observatory accessible to the general public. It comprizes a large telescope with a 12-inch objective lens. In order to eliminate any disturbances due to oscillations of the ground the telescope has been mounted on a pillar which, beginning from 12 meters [40 feet] below the level of the street, towers freely to a total height of 52 meters [170 feet], without anywhere touching the building itself.

"Electric lifts are provided to insure access to the elevated cupola enclosing this instrument. The cupola is rotated round its axis by an electric motor, and the section through which the sky is observed can be adjusted in any direction. The movement of the telescope, which has been constructed by Carl Zeiss, of Jena, is also effected by electricity.

"In connection with solar observations, special devices are used for reducing the intensity of heat and light radiations so as to prevent any harm to the eye."

VIEW OF THE URANIA IN ZURICH.



LARGE TELESCOPE OF THE URANIA.
For the use of the people of Zurich.

A projection device, we are further told, is used to produce the image of the sun on a screen, and the telescope may also be fitted with a special type of camera so as to allow photographic exposures to be continued for several hours.

ADVANTAGES OF WET WEATHER—"The sanitary advantages of wet weather are not quite obvious to all of us," says *American Medicine* (Burlington, Vt., March), "and perhaps if we could order the style we would one and all insist upon having it as dry as a bone." Nevertheless, it notes, the Chief Registrar of England recently explained the phenomenally low death-rate in 1907 as largely due to the cool and wet summer, which he states was exceptionally favorable to infants. The editor adds:

"On our northwest coast it has long been noted that the healthiest time is the rainy season, and that a long period of dry weather is not only decidedly distressing but sickly, too. These facts must be taken to heart by climatologists, and not ignored in the manner we are so prone to treat the heterodox. Those physicians who are advising all patients to seek a dry climate should be sure they have data which leave no doubt that the dryness has been advantageous in such cases. Dogma will not do in this age. If wet weather is really health-giving and life-saving, in all conscience let us send invalids to wet climates and give the dry ones a long needed rest. Of course the invalids will be deprived of sunshine, but many physicians are protecting them from that anyway."

"So large a quantity of copper is required to color canned vegetables thoroughly," says *The Scientific American*, "that the only safe rule is to prohibit the addition of copper salts absolutely. The objection that this prohibition would favor imported canned vegetables, at the expense of the domestic product, should be met by a rigid inspection of imports. The quantity of copper may be determined by incinerating the vegetables, leaching the ash with nitric acid, evaporating to dryness, dissolving the residue in hydrochloric acid, neutralizing the solution with ammonia, acidifying it slightly with hydrochloric acid, and precipitating the copper with zinc in a vessel of platinum."

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TOLSTOY'S LATEST CONFESSION

COUNT TOLSTOY appears somewhat of a disillusioned Prospero in his latest utterance, which seems to be a sort of valedictory. "I feel very clearly the beginning of a loss of interest, not only in my own personality, my joys and sorrows—all that lies happily behiad me and is long ago buried—but in the welfare of humanity and the happiness of the world." So he writes in *Collier's* (April 10), analyzing what he feels he has experienced as the common lot of man—an evolution through three stages. From the standpoint of the last he surveys the earlier ones, saying:

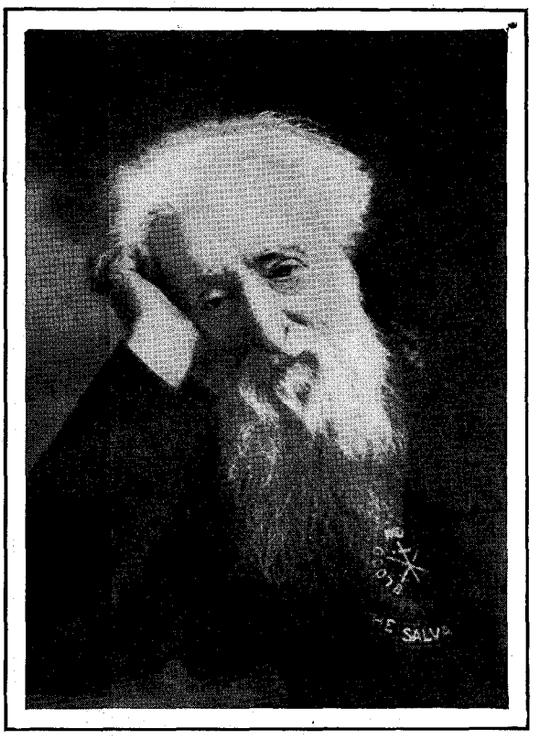
"No longer with my former keenness can I stand forward to defend such things as self-education, temperance, and thrift. I find that I have even become indifferent to human welfare, to the great question, will the kingdom of heaven come or not?

"Having experienced this change and reflected on its cause, I have come to the following conclusion: Every man lives through three stages of development, and at present I am in the last of these stages.

"In the first stage a man lives only for himself, for his passions and impulses; for eating and drinking; for passing the time merrily; for hunting and for female society; for ambition and for vanity. His life is rich and full. So it was with me up to my thirtieth year, until my first gray hair. Other men part with this period of their lives much more rapidly.

"When I had traversed this stage, I began to think of the welfare of others, of all men, of all humanity. This stage was marked by energetic work in founding elementary schools, altho I should say that the wish to do that showed itself in me earlier. These interests vanished with the first years of my married life, and were reborn with terrible force when I first began to realize the vanity and emptiness of our earthly life. All my religious sentiments became concentrated on the happiness of others and on the accomplishment of the kingdom of heaven on earth. This aspiration was as strong as, and filled my life as completely as, my first aspiration to personal happiness.

"But now I feel that this last aspiration is, in turn, dead. It has ceased to fill my life, it no longer carries me away; and I have been obliged to pose to myself the question: Was there really anything good in work directed toward helping men in their struggle against drunkenness and against superstition?"



LATEST PORTRAIT OF GENERAL BOOTH,

Who tells us that the Salvation Army became an "army" only after it seemed to fail as an ordinary "sect."

What is finally born within him is "a new foundation of life, which must replace all others, because it contains an aspiration to the happiness of humanity, which, in turn, contains an aspiration to personal happiness." The new foundation, we are told, is "work in the service of God, and the fulfilment of his commandments and his will. This is not the perfecting of self. No, it is something else. It is an aspiration to divine purity." He proceeds:

"This new foundation of life consists in keeping clean the good entrusted to us by God, in the beginning of a new life, in the aspiration to a better, higher life, and in being ready always for this better life. This aspiration begins to seize me more and more strongly. I feel that it fills me entirely, supplants all other desires, and makes life as rich as it was in the former periods.

"It may be that I have not made myself perfectly plain. But I feel it plainly. At the time when I had lost all interest in my personal, individual life, but had not yet acquired a religious interest (an aspiration to the general good of humanity), I was horrified by my position. But I found peace the moment I had found a religious sentiment impelling me to think of the good of humanity. In this thought, at the same time, I found full satisfaction of my desire for personal happiness.

"The same thing is going on now, altho my former passionate desire to make mankind happier has weakened. I am overcome sometimes by a certain terror as if I stood before an immense abyss. But the aspiration to, and the preparation for, a new life replace the former conditions which they were born out of; and in them there is happiness both for the individual and for all humanity.

"Preparing for the new life, I attain at the same time my former aim, the good of humanity, more surely than when this was my only aim. Aspiring to attain God, aspiring to a purity of divine Being in myself and in my new life, I find more assuredly both happiness for humanity and for myself.

"And this is entirely without haste and without exhaustion, but with the joyful consciousness of a tranquil conscience.

"May God help me!"

SALVATION ARMY'S BEGINNING

NOT every denomination is fortunate enough to have the story of its beginnings told in the words of its founder. Gen. William Booth tells the story of the Salvation Army's beginning in *The War Cry* (April 10). Unlike some denominational bodies, it was not begun by a schism, and the problem before its early leaders was to keep it from becoming just like other little religious sects, an additional church where there are already too many. That is why it became an "army," and that is why the Rev. Mr. Booth is a "general." The General says that when he began his irregular warfare in Whitechapel in 1865, he thought he could safely send his converts to join with the existing churches in the locality. But they were not warmly received, and he found they were in danger of lapsing for sheer want of comradeship and oversight, so he resolved to draw them into small societies after the best model that he then knew. He goes on with the story:

"Later on experience showed me—perhaps I ought to say convinced me—that in these converts or 'members,' as we gradually came to call them, I had a most attractive agency, and a most potent influence for reaching men and women in like conditions to those under which they themselves had been living. I found that ordinary workingmen in their corduroys and bowler hats could command attention from their own class which was refused point-blank to me with my theological terms and superior knowledge. I found that the slaves of intemperance were accessible to the influence and testimony of little bands of reformed drunkards, and that their message was of hope when mine was only too often one of condemnation. I found that the wild and unruly East-enders, whose highest idea of happiness was too often enshrined in a skittle-alley, or a boxing-booth, or a 'penny gaff,' could be made to feel that there was, after all, 'something in religion' when they found their old acquaintances living clean and yet happy and prosperous lives under its influence.

"I soon became convinced, therefore, that the best way to reach

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with the Gospel of Christ the large classes of the population lying entirely outside the influence of the churches was by means of those classes themselves. Therein lay what may be called the germ of the Salvation Army. From that point everything else, or nearly everything else, in our peculiar propaganda, has proceeded.

"But I quickly found that such work as was possible could be best done by wise combination. Combination involved organization, and organization involved government, and government involved leadership. As to the kind of government that would prove most likely to attain the ends I had in view, I was at first very undecided. It was natural that this should be so. And yet this very indecision resulted in our learning by experience many lessons which subsequently proved of the highest value.

"Influenced by circumstances, and guided, as I believed, by the good hand of God, I made several experiments. I began with a form of government which was purely paternal. Everything proceeded from myself or my immediate assistants. Great and small, principle and detail, all that concerned the inception, control, and management of the work, was referred to me. I soon found that to be an impossible arrangement for myself, and one unsuited to the people with whom I had to deal.

"I then adopted a more commonplace plan. I called into cooperation with me certain selected—in point of fact they were elected—persons representing the various stations or societies which had up to that time been established, and with the missionaries or evangelists who were already employed in the direction of the work, formed them into a conference with the committees and sub-committees usually found in association with that type of governing body.

"But this plan also failed. After a few years, spent chiefly in debating abstract questions and passing resolutions which ceased to be of any practical interest the moment they appeared on the minute-books, a few of my most trusted lieutenants came to me, and in effect said, 'This method of work will never shake the kingdom of the devil. We are only growing daily more and more like the societies around us. We are losing much that is best, and all that is distinctive in our work. We do not wish to become another little sect.'"

"Government by talk" had been tried and was found wanting, he says. Without at all intending it, they reorganized themselves on semi-military lines, and shortly afterward took the name of the "Salvation Army." The work at once made great strides, and came forthwith into touch with a wider public. The General continues:

"I am very far from underestimating the value of what had already been accomplished. In fact, all, or nearly all, that has since proved of such effect and has seemed so powerful in striking the imagination of multitudes of the people, had its inception before this change took place; but from the moment of our adopting in our organization the simple methods of responsible and individual command and personal obedience, our whole campaign partook of a new character; and, in place of the hesitation and almost total want of progress which had marked the conference period, every department of the work leapt forward.

"And here I ought to mention one of the most powerful agencies for guiding and maintaining both the spirit and manner of our operations. The moment the work assumed anything like considerable proportions, it became difficult, and soon impossible, for me to express my wishes and give my instructions to my various helpers by word of mouth. For a time I had, therefore, to issue these instructions in the form of correspondence; but this, also, I soon found to be a task beyond my ability; and yet if unity and harmony were to be preserved among those who had gathered around me, and if they were to be helped in conserving the result which God had enabled them to achieve, it was evident that they must know my wishes. I was, therefore, compelled to print such special directions as I had formerly issued in other forms. This method has been continued up to the present, and, indeed, has been extended by reason of the advances of the work in a degree I could never have anticipated. It is now just twenty-one years since I issued a volume of 'Orders and Regulations for Field Officers of the Salvation Army,' and not only has that volume been revised half-a-dozen or more times since then, but other volumes, dealing with the work of other classes of officers engaged both in our evangelistic and our social operations, in this country and in other lands, have been issued."

SAFEGUARDING THE PAPAL THRONE

MORE than five years ago, or shortly after his election, the Pope issued a rogation against the use of the veto by secular sovereigns in papal elections. It is interesting to recall that in that election Austria—as is currently believed—removed his competitor, Cardinal Rampolla, from the running by the very instrument which now becomes nullified. This act has just come to public knowledge by being published in the third volume of "Acta Pii X.," together with another containing the new legislation for papal elections. In a translation of the act printed in *The Catholic Standard and Times* (Philadelphia, April 3) Pius X. asserts that "when first, all unworthy as we are, we ascended this chair of Peter, we deemed it a most urgent duty of our apostolic office to provide that the life of the Church should manifest itself with absolute freedom, by the removal of all extraneous interference, as her Divine Founder willed that it should manifest itself, and as her lofty mission imperatively requires." The Pope goes on to declare that the Apostolic See has never approved of the veto, and that his predecessors in the high office have always shown the utmost zeal in excluding the interference of the secular powers. This is plainly to be seen, he says, in the constitutions of Paul IV., Gregory XV., Clement XII., and Pius IX. The Pope's pronouncement continues:

THE SISTER OF PIUS X,

Still leading her peasant life and occupied with her simple household affairs in her apartments near the Vatican.

"But—and experience has shown it—the measures hitherto taken for preventing the civil 'Veto,' or 'Exclusive,' have not served their purpose, and on account of the changed circumstances of the times the intrusion of the civil power in our day is more clearly than ever before destitute of all foundation in reason or equity; therefore we, by virtue of the apostolic charge entrusted to us, and following in the footsteps of our predecessors, after having maturely deliberated, with certain knowledge and by our own motion, do absolutely condemn the civil 'Veto,' or 'Exclusive,' as it is also called, even when exprest under the form of a mere desire, and all interventions and intercessions whatsoever, decreeing that it is not lawful for anybody, not even the supreme rulers of states, under

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any pretext, to interpose or interfere in the grave matter of the election of the Roman Pontiff.

"Wherefore, in virtue of holy obedience, under threat of the divine judgment and pain of excommunication 'latæ sententiæ' reserved in a special manner to the future Pontiff, we prohibit all and single the cardinals of the Holy Roman Church, and likewise the secretary of the Sacred College of Cardinals, and all others who take part in the conclave to receive, even under the form of a simple desire, the office of proposing the 'Veto' or 'Exclusive,' or to make known this 'Veto' in whatever manner it may have come to their knowledge, to the Sacred College of Cardinals, either taken as a whole or to the individual Fathers Cardinals, either by writing or by word of mouth, whether directly and proximately, or indirectly and through others. And it is our will that this prohibition be extended to all the interventions above mentioned, and to all other intercessions whatsoever, by which the lay powers, of whatsoever grade and order, endeavor to intrude themselves in the election of the Pontiff.

"Finally, we vehemently exhort, in the same words as those used by our predecessors, that in the election of the Pontiff 'they pay no attention whatever to the appeals of secular princes or other worldly considerations' (Constit. 'In eligendis,' sec. 26, of Pius IV.: Const. 'Apostolatus officium,' sec. 5, of Clement XII.), but solely with the glory of God and the good of the Church before their eyes, give their votes to him whom they judge in the Lord better fitted than the others to rule the universal Church fruitfully and usefully. It is our will also that these letters, together with the other constitutions of the same kind, be read in the presence of all in the first of the congregations wont to be held after the death of the Pontiff; again after entrance into the conclave; also when anybody is raised to the dignity of the Purple, with the addition of an oath binding to the religious observance of what is decreed in the present constitution.

"All things, even those calling for special or even most special mention, to the contrary notwithstanding.

"Let no man therefore infringe or temerariously contradict this page of our inhibition, mandate, declaration, innodation, will, admonition, exhortation, precept. But should anybody presume to do so let him know that he incurs the indignation of God Almighty and of his Apostles, Saints Peter and Paul."

A DARK VIEW OF FRANCE

THE workingmen of France, it is said, are beginning to see that they were fooled by the politicians who organized the anticlerical movement. The "billion" of church property that was to be confiscated and converted to an old-age pension fund not only does not exist in so large a lump, but what did exist is not finding its way into the State's treasury but largely into the pockets of politicians. "The passage of the law against the congregations was made possible by a contemptible demagogical trick," says Mr. Alvan F. Sanborn, who is contributing to the Boston *Traveler* a series of papers on the results of the separation of Church and State in France. Mr. Sanborn is a Protestant in religion and a native of Massachusetts, but has lived long in France and is a prolific writer on French sociological and literary subjects. His articles began on February 13 and have continued in the Saturday issues following. From those already published we glean statements here and there to show the sad disillusionment of the French people and the consequent evils from which they are suffering. Their disappointed expectations, put into concise form, are sketched thus:

"When all the accounts shall have been turned in, the balance in favor of the State will be 'pitiably small'; and a portion of even this 'pitiably small' sum must go to succor the feeble or aged monks and nuns who have been transformed into public charges by the suppression of the establishments to which they belonged. Furthermore, when it is borne in mind that the State will be obliged sooner or later to appropriate enormous sums for the replacing of the primary and secondary schools, the industrial and manual training-schools, the agricultural schools, and the various other educational, philanthropic, and charitable undertakings which have been wiped out of existence, and to provide several millions annually for their maintenance besides, it is evident that the law against the congregations, considered merely as a financial enterprise, was about as flat a failure as anything could be."

One of the most painful consequences of the secularization of France is to be found in the laicization of the hospital service. Religious nurses have been replaced by lay nurses who are ignorant and brutal. Suffering is especially rife in provincial districts.

The writer dwells upon the disasters that have particularly overtaken two forms of education—agricultural and industrial. Agricultural instruction based on exact science, he says, was introduced into some of the seminaries as early as 1847. "The churchmen were among the first, if not the first, to appreciate the magnificent results that might be obtained by applying the discoveries of science to farming." It is hard to say how many of these farm schools have been closed, but one authority puts the figure so high as to indicate that the total agricultural instruction in France has been reduced almost half, with no provision for replacing what has been lost. "It would not be easy," says the writer, "to discover an example of greater folly in the history of modern peoples."

In the World's Fair of 1900 the jury which passed judgment on the institutions for the development of the working-people awarded the greater part of its prizes to Catholic establishments. Of these institutions "enough have been suppressed to deal the cause of manual and industrial training in France a severe blow." It comes very near being a case of suicide, reflects Mr. Sanborn, and is "very much as if the Government should issue a decree wiping out a portion of its grain-fields at the very moment when a bread famine is threatened."

The French themselves are becoming alarmed at the increase in crime, and its cause is easily traceable in great part to the lessening of religious restraints. An American consul-general of a large provincial city told the writer that he and all his neighbors invariably went armed for fear of the "Apaches" (gangs of thugs). In Paris the "Apaches" are estimated at 30,000. We read:

"According to the official reports of the minister of justice, for a number of years preceding 1904 there was an annual increase of about 5,000 crimes, which was not counterbalanced by any corresponding increase in population. The chairman of the committee on judiciary reform of the Chamber of Deputies recently reported to that body an increase of 80 per cent. since 1901 in the total number of crimes in the country. If the last five years alone are considered, the criminal statistics are even more appalling. 'Criminality,' says the eminent scientist and sociologist, Dr. Gustave Lebon, 'has augmented in proportions that are veritably terrifying; 30 per cent. for the murders, while the sum for the criminality has *doubled* in five years.' This statement almost passes belief, but Dr. Lebon is an authority whose word goes.

"In this connection, another dreary and dreadful fact (which no one thinks of disputing) is to be noted.

"The average age of criminals is getting to be younger and younger. More than 60 per cent. of the inmates of the 'maisons centrales' (as the houses of correction are called) are under 29 years of age. Many of the bands of 'Apaches' consist of boys of from 14 to 17, and their chiefs are often not more than 19 or 20.

"How does it happen that crime, especially crime on the part of the young, is increasing at such a terrible rate?

"It would not be fair, of course, to assign this abominable state of things to any one cause; but it is certain that the lack of religious instruction in the public schools and the truancy and juvenile vagrancy due to the inadequate school accommodations since the passage of the law against the congregations must be held responsible for a great deal of the trouble. An adult often commits a crime because he is a discouraged, a desperate man. He is often pushed into crime by the hardships he encounters in earning his bread. But when a mere boy takes to crime, the chances are that he has deliberately chosen crime as a career, because he has been brought up with false ideals, because he has been given wrong standards of living. The criminal of fifteen to twenty, as a rule, has not even so much as tried to live honestly. He has grown up to consider work dishonorable, to believe that the world owes him a living, and that it is his business to collect the debt by hook or by crook. He becomes a thief or a swindler because he thinks it a finer thing to be a thief or a swindler than to be a cabinet-maker or a plumber."

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TO GAGE LYRIC HORSE-POWER

WITH the philanthropy common to the devotees of science an editor of a well-known scientific journal devises a scheme whereby his brother editors in the literary field may be relieved of one of their most trying burdens. His invention is nothing short of a machine test for judging poetry, and the special merit he claims is that by this means the judgment of posterity may be anticipated. Of course by this invention another literary worker, the critic, is banished from the field of being. From his article published in *The Bang* (New York, April 5), the privately printed organ of an editors' club, this scientific Don Quixote, Mr. Waldemar Kaempffert, seems to feel some disparity in the order of things where a steam-engine's efficiency may be measured by an instrument, and a lyric's efficiency must be "guessed at by a human being." "Eliminate the human being," he cries, "and substitute for him a machine, and there is no reason why it should not be possible to measure the lyric energy of the 'Ancient Mariner,' and to compare it with that of later ballads."

The instrument, which he finds already made to his hand, is the "plethysmograph," designed "for the exact quantitative determination of blood-pressure." The warrant for its use is to be found in the psychologist's assurance that "human emotions and blood-pressure are intimately related." When the plethysmograph is applied to a human subject, "the variations in the dilatation of the blood-vessels in the arm are registered through the medium of a pencil on a recording-cylinder driven by clockwork." When the subject is undisturbed the pencil traces a nearly horizontal undulating line, of which each undulation corresponds with a normal heart-beat. An unpleasant emotion causes the line to slope down sharply, thereby indicating a diminution in the blood-supply of the arm. An agreeable sensation produces the opposite effect. Now to use this instrument for poetic tests, the author suggests an "elocution laboratory" containing a Morris chair and a "phonograph of such exquisite workmanship that it will never hiss, spit, or scratch." The room must be windowless and absolutely dark. A sympathetic actor selected for a proper quality of voice recites the poem into the phonograph, and this is continued until "an adequate vocal rendering is obtained." Time is now apt for the laboratory tests, which we will allow the author of this exquisite fooling to present in his own words:

"I step into the street and invite the first passer-by to submit himself to poetic investigation. Whether he is a ditch-digger, a clerk, a longshoreman, a college professor, or even a literary critic, matters not. I take him into the laboratory and seat him in the chair. The black, unillumined room can not disturb his emotional equilibrium in any way, because its walls are unadorned with paintings or other decorations. He might as well be blind in that calm gloom. I attach the plethysmograph to his arm. I push a button and start the phonograph. In a few seconds a mellifluous voice half recites, half chants the sonnet of whose poetic merit I am in doubt. The plethysmograph impartially records the subject's pleasure or displeasure. In this manner I cause my poem to be delivered with inexorable uniformity to some five thousand men and women of various callings in life and of various degrees of refinement and culture. From the five thousand cylinder curves traced by the unprejudiced plethysmograph pencil I plot an average or mean curve which unmistakably indicates whether my sonnet has produced a pleasant impression or not. Moreover, the phonograph record and the plethysmograph clockwork may be so nicely synchronized that I can determine just which lines and, indeed, which words moved the five thousand most, and just which lines must be improved.

"If my verses are morbidly sentimental enough to appeal especially to an uninformed love-sick girl, the plethysmograph will record an exaggerated opinion of my poetic ability as exprest by her sympathetically pulsating arm. Yet it is equally true that a college professor of fine sensibilities will experience such disgust with my effort, assuming it to be bad, that he will counteract the plethysmographic effect produced by the girl's exuberant sentimentality. So, one subject will check another, with the result that the final mean curve will represent a very accurate measurement of my sonnet's emotional energy."

An exact method of investigation such as this, we are most solemnly assured, will enable one to compare the emotional shocks produced by Shelley's "Ode to a Skylark," and Keats's "Ode to a Nightingale," or Marlowe's "Barabbas" and Shakespeare's "Merchant of Venice." We are glad to hear that "it will settle once and for all which poet is capable of most profoundly stirring the most numerous audience." But the true extent to which this writer reveals himself as a human benefactor is only seen in his recommendation for the following practical use of his invention:

Photograph by Pirie MacDonald.

WALDEMAR KAEMPFFERT,

Who proposes a machine that "will settle once for all which poet is capable of most profoundly stirring the most numerous audience."

"It is not inconceivable that some day every periodical will have its plethysmograph-room. As soon as a poem is received, the editor, without glancing at it, will casually hand it to a dispassionate assistant, who occupies the position of prosodical engineer, and say: 'Have it tested and give me the curve as soon as possible.' The prosodical engineer will carry out perhaps ten tests on a special group of plethysmograph subjects who constitute a part of the magazine staff as much as the printers and proof-readers.

"In due time the engineer will submit his report. If the poem reaches the magazine's plethysmograph standard, it is accepted. If it falls short of that mark, the poet receives not the present mendaciously cordial letter of rejection in which the editor shamelessly utters his delight at having been afforded an opportunity of reading the verses, but a terse, scientifically couched note in which the poet is informed that his is a madrigal of only twenty lyric horse-power, whereas verses of the same kind published by the magazine always have a rating of thirty at least. The kilowatt output of a dynamo could not be more precisely or more elegantly exprest.

"Whether a poem will live or die is determined by the great reading public, composed very largely of men and women of no literary pretensions, whose stock phrase is, 'I do not know what is good or bad, but I know what I like.' This same public, individually ignorant but collectively fair, kept Shakespeare alive and rescued Keats's 'Endymion' from the oblivion to which the critics of the day would have cast it. The plethysmograph analyzes the emotions of these people, who know what they like but can not express their liking, and shows how strong the emotion is in each case. It allows the great public to record its vote by a ballot far more scientific in form than the ballot by which it elects a governor or president, and gives a poet an opportunity of ascertaining long before he is dead what are his chances of artistic fame. In the great republic of letters the artistic judgment of a critic is worth about as much as the advice of a cart-tail orator in a political campaign. The judgment of the critic may influence a few, but in the end it rests with the man who 'knows what he likes,' to turn his thumb up or down and decide the fate of the literary artist. Because the plethysmograph takes him into account, its verdict

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corresponds with the verdict of time and tradition. Indeed, the plethysmograph's judgment is the judgment of posterity.

"The task of plethysmographically analyzing the great body of English verse would be arduous and monumental; but a retired multimillionaire, ashamed to die rich and consumed with a desire to perpetuate his name, could earn enduring glory by endowing an institution for carrying on an investigation from which the untrustworthy critic (the *trichina spiralis* of art) would be eliminated and in which poetry would be tested by safe, sure, and scientific means. It is obvious that the same precise method could be applied to the instrumental analysis of a Chopin 'Nocturne,' a Whistler etching, or a Rodin statue."

The author of this invention was recently visited by a reporter from a New-York daily with a serious request for a personal description of his new machine!

IRELAND'S GREATEST DRAMATIST

A YOUNG Irish dramatist has lately died in Dublin whose name is probably known to few on this side the water. Yet the Manchester *Guardian* declares that his "fame is as safe as Shelley's," and adds that "no one with a sense for the higher values in letters could touch his work and not feel that it had authentic greatness, and that its heat and light came up from the central fires of human passion." John M. Synge, who had just completed his thirty-seventh year, was identified with W. B. Yeats and Lady Gregory in the conduct of the Abbey Theater, whose ideal has been the establishment of a national drama. To the repertoire of this house Synge contributed a number of plays, of the most important of which *The Guardian* editorially writes thus:

JOHN M. SYNGE.

From a pencil-sketch by J. B. Yeats.

The audacity of Synge's attacks on Irish institutions has provoked bitter resentment in some political and religious quarters.

"His 'Riders to the Sea' is the tragic masterpiece of our language in our time; wherever it has been played in Europe, from Galway to Prague, it has made the word tragedy mean something more profoundly stirring and cleansing to the spirit than it did. That was his best, but two at least of his other plays had superb qualities—'The Shadow of the Glen' a harsh, sane humor, biting as carbolic acid to slight minds softened with the sentimentalities of our ailing theater; 'The Playboy of the Western World' a wonderful infusion of the Irish peasant imaginativeness, a kind of mystic intoxication of fancy and tongue in which the delight of molding each mental image into words exhilarates the mind to reach out further and further at wild new beauties of figuration. No such gift has been made to modern Ireland by any of her children as this disengagement of the very essence, the 'virtue' in the old sense, of the native imagination of Irish country folk. Such services make nations, for they make national qualities apprehensible and sensuous, so that the idea of them can be grasped and cherished by plain men and women. Like nearly all artists who endow a modern nation with some treasure wholly new and wholly its own, Mr. Synge met little reward and much bitter opposition; most, if not all, of his dramatic writing was done for nothing; the most splendidly Irish of his longer plays was hooted by Dublin crowds; Irish newspapers called him a calumniator of Irish character because he gave it the magnificent distinction of great portraiture and not the contemptuous insult of a touched-up and prettified photograph."

This sketch of Mr. Synge's brief but picturesque career is given in the London *Times*:

"Mr. Synge was born in Dublin, and educated at Trinity College. After he took his degree he divided his life curiously between the Continent and the remoter Irish districts. He was frequently in Paris, where in 1899 he first came under the influence of Mr. W. B. Yeats. For some months of the year he lived in the Arran Islands and acquired an intimate knowledge of the Irish language and of the primitive manners and customs of the people. Two years ago he published a book on these islands which is full of descriptive passages of great poetical charm. Mr. Synge first came into prominence in connection with the Irish National Theater Society with the two plays, 'Riders to the Sea' and 'In the Shadow of the Glen,' which were produced in 1905. In the same year he wrote 'The Veil of the Saints.' His most remarkable—certainly his most sensational—work, 'The Playboy of the Western World,' was produced three years ago at the Abbey Theater, Dublin. The first performance ended in a riot, and for some weeks afterward a piquant controversy, half personal and half literary, raged in the Irish press. It is said that Mr. Birrell, who made his first appearance in Ireland about this time, was astonished to find Dublin obsessed not with any matter of Home Rule or the land, but with the question whether Mr. Synge's play was or was not an insult to Irish womanhood.

"In England and elsewhere Mr. Synge's dramatic merits were more calmly appreciated, and your own critic referred to the 'Playboy' as being, perhaps, the most remarkable play of its year. At the time of his death Mr. Synge was engaged on another Irish play called 'Deirdre.' It is believed to have been practically completed, and it may yet be produced in Dublin. He published last year a play called 'The Tinker's Wedding,' which is especially characteristic of his candid, yet exceedingly subtle, dramatic method. It has not been, and is not likely to be, produced in Ireland. As an Irish dramatist, both in his conception and treatment of the problems of rural life, Mr. Synge was greatly in advance of his time. The general public failed to appreciate the extraordinary delicacy of his style. The audacity of his attacks on Irish institutions and conventions provoked bitter resentment in some political and religious quarters."

An Irish-American who knew him well writes an appreciation for the New York *Evening Sun* from which we quote the following:

"I never heard him utter any word of bitterness about any Irishman. He never talked rancorously of any man with whom he differed in politics. He never ran down another writer's work or another dramatist's work or criticized it or sneered at it. And more than all, I never heard him indulge in any little or petty gossip. He would laugh at it—a round, hearty, cheery laugh—but he didn't retail little petty gossip. He wasn't one of the chorus in the whispering-gallery that is Dublin. He was a silent man unless you drew him out. . . . His death is an irreparable loss. When I think of Synge and how he loved to tramp the open roads and how he loved the open country, and when I think now that he is dead, I can not help but recall the words of George Borrow: 'There is a wind on the heath, brother—life is sweet.'"

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HELENA MODJESKA

PLAYGOERS of the preceding generation are recalling the parts in which Mme. Modjeska gave them delight. Her death in California on April 8 removes almost the last of the great figures of this earlier time; but so strong was the personal affection that she had aroused that tho her professional career had ended, "she had not been forgotten," as Mr. Winter says, "and she never will be." She became identified with the American stage in 1877, her first appearance being in San Francisco. But before this she had been an actress of distinction in Poland. She was forced to abandon her native country because of the Russian censorship of the Polish stage, and because of the animosity her husband had incurred through his political writings. Before that time she is said to have played as many as three hundred parts, embracing works of the prominent Polish dramatists and the masterpieces of Shakespeare, Goethe, Schiller, and Molière. In later years when she sought to play in her native country she was excluded by Russian decree. This was in retaliation for her denunciation of the Russian Government in 1893 before a gathering of women at the World's Fair in Chicago. It is thought, however, that no objection will now be interposed to her burial in her native city of Cracow, where she was born in 1844. For thirty years she was one of the most brilliant performers of the American stage, her achievements being thus recounted by the critic of the New York *Evening Post*:

AS "ROSALIND."

"More nearly the realized ideal of Shakespeare's delightful heroine than any interpretation known to modern playgoers."

"In her prime her personal fascination was of an exceedingly rare kind. Her tall figure was singularly graceful, her face, tho not conforming to all the laws of classic beauty, was wonderfully attractive in its intellectual charm and eloquent mobility, while her gestures were full of animation and significance. Her range of emotional expression was very wide. She could give full utterance to stormy emotion, maintain herself on the heights of tragic dignity, or relax in the gayest mood of refined comedy. All her work was distinguished by fine finish, remarkable delicacy, and exquisite finesse.

"She was potent alike in the paroxysms of passion and the effervescence of spontaneous gayety. Her *Adrienne Lecouvreur*, in which she won some of her earliest triumphs, was a magnificent performance, dainty in its purity, glowing in its sentiment, superb in its scorn, most pitiful in its pathos. As the unfortunate *Mary Stuart* she presented a most moving study of gracious womanhood, and broken majesty. In her great encounter with *Elizabeth* she sounded a note of withering scorn, while the pathos of her closing scenes drew tears from eyes least accustomed to the melting mood. Her *Juliet* was bewitching in the early love scenes and finely tragic in its despair, altho in the potion speech she could not attain to the frenzied horror of Adelaide Neilson or Stella Colas. As for her *Rosalind*, that was more nearly the realized ideal of Shakespeare's delightful heroine than any interpretation known to modern playgoers. Her accent, indeed, betrayed the foreigner, but did not seriously affect the illusion, or in any way diminish the charm. Her embodiment breathed the very spirit of romance and the woods. It had just the right touch of masculinity in the masquerade, and yet was irresistibly and indisputably feminine. It had the air of high-breeding, it had buoyancy, courage, tenderness, wit, and grace. No actress of more modern times has ever approached it in delicacy of imagination or artistry. Henrietta Crosman comes, perhaps, the next in order, but her *Rosalind* was of less ethereal and poetic texture.

AS "OPHELIA."

When she played this rôle with Edwin Booth, "the *Hamlet* had to act his best to save himself from eclipse."

"Another exquisite embodiment of Mme. Modjeska was her *Ophelia*, which might well be compared with that of Ellen Terry. She played this part on the memorable occasion of the benefit for Lester Wallack, and Edwin Booth, the *Hamlet*, had to act his best to save himself from eclipse. The result of this artistic contest was one of the finest performances of the tragedy ever seen in this city. In England she created a sensation with her *Odette*, and her admirable work in 'Frou-Frou' and 'Camille' will long be remembered there. Her *Magda* also was a brilliant achievement, superb in its artistry, most eloquent in its pride, its tenderness, its fierce contempt, its desperation, and its despair. But it was not in the modern emotional drama or in such sensational pieces as 'Les Chouans' that her best powers were revealed. These found their full scope only in the higher regions of the poetic drama. She was in later days the sole representative of such Shakespearean women as *Imogen* and *Isabella*, and she was the last notable interpreter of *Lady Macbeth*, altho that was not to be accounted among her greatest achievements. Nor must her *Viola* be forgotten, a delightful bit of true Shakespearean comedy. Shakespeare was always her chief delight, and she is credited with the remark that his dramas were the most popular of all everywhere—except in New York.

AS "BETTY SINGLETON,"

In Clyde Fitch's play, "Mistress Betty," produced at the Garrick Theater, New York, in 1895. One of the last of her assumptions.

"In her younger days, in Poland, she acted *Nora* and others of Ibsen's characters, with some success, but the Norwegian dramatist did not appeal to her and she

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laid his works aside when she came to this country. Her farewell to the New-York stage was spoken in 1905, when a great benefit performance was given in her honor at the Metropolitan Opera House. Since then she has acted with her wonted success in different parts of the country, but recently she has been seen but rarely before the footlights and has spent most of her time on the California ranch, which was the source at once of many anxieties and of her chief happiness."

SHAKESPEARE'S £500,000 PLAYHOUSE

THEY are asking for £500,000 in London for the building of the Shakespeare theater which is to be a national memorial. Lest this sum should seem too great it is pointed out as only a third the cost of a *Dreadnought*. Such an expenditure should not seem extravagant for the benefit of future generations, when it is remembered that, by the scientific German standard, the life of a battle-ship is only twenty years, "after which it becomes obsolete and is condemned to the old-iron scrap-heap." So writes Mr. I. N. Ford, London correspondent of the New York *Tribune*. An anonymous subscriber has given £70,000, we are told, and the successful completion of the enterprise seems so assured that 1916—the tercentenary of Shakespeare's death—is named as the date for the opening of the theater. This memorial will take the place of the proposed monument in Portland Place which for a time loomed as a formidable rival to the theater enterprise. Only half the sum raised is to be spent for site, building, and equipment; the other half will remain as an endowment fund to keep the theater in operation. Mr. Ford writes:

"This fund will be liberal enough to prevent the sacrifice of artistic policy for commercial ends, and to secure a true repertoire system comprehensive in scope. Shakespeare's plays will be produced regularly and artistically, and English classical drama will be revived periodically. New works of exceptional merit will be taken up when they do not receive adequate popular support. Translations of representative foreign drama, ancient or modern, will be staged, and unacted plays which are unavailable for ordinary theaters will be presented. A more elastic plan of operations could hardly have been devised. Shakespeare will be honored not only by the production of his own works with simplicity, beauty, and power, but also by direct and systematic encouragement of his own arts—dramatic authorship and acting. There will be a repertoire system which will enable ambitious playwrights to witness the production of their plays and to improve the construction and phrasing. It can not be doubted that this will be a great gain for dramatic authorship and for public taste. There will also be varied opportunities for securing versatility in the art of acting, and this will be highly advantageous to the profession and to audiences. An institution stimulating zeal and ardor for better drama, more effective acting, and more cultivated taste than are now known in the ordinary theaters will be an ideal Shakespeare memorial."

An elaborate system of management for the new theater has been thought out by the projectors. There will be a large body of governors, we are told, appointed by the Crown, universities, various municipalities, and learned bodies, and including representatives of self-governing colonies and America. The director has not been chosen yet, but it is thought that a competent one can easily be found. Further:

"The actor-manager, the star performer, and the long run will be dispensed with in the National Shakespeare Theater. There will be frequent changes of program, revivals of old plays, and trials of new pieces; and there will be performances in the provincial towns as well as in London. These are attractive lines of action, which offer promise of intellectual drama and superior craftsmanship. As the committee outlines the work of the repertoire theater, there will be at least three different plays every week, of which one will be by Shakespeare, or an English classical play. Musical comedy is ruled out, for while music and pantomime may be freely used, the dramatic motive must predominate. Membership in the repertoire company will be dignified by honorary decoration and assurance of pension, and in addition to fixt salaries for definite services there may be bonuses out of the reserved surplus profits for distribution among the actors. The committee has explored the whole subject with thoroughness and devised a general scheme, to which no exception is taken by members of the profession. The National Shakespeare Theater appeals to lovers of drama and acting who care more about plays than about stars, and want to have the existing stage, with its stale mannerisms and conventions, thoroughly reformed and freshened with ideas. Another open-air monument to be fouled with London grime would not have interested them, and Stratford has evidently the only site for anything like a Shakespeare house or museum. A repertoire theater in the interest of national art follows the right lines and deserves a full measure of public generosity and support.

"The original proposal for the architectural monument and statue at the top of Portland Place was condemned by men of letters and actors as soon as it was broached. . . . All bickerings are at an end, and there is now hearty cooperation in the joint undertaking of converting the 'architectural and sculptural monument' into a national theater."

AS AN ITALIAN SEES OUR COLLEGES

AMERICA figures somewhat as a will-o'-the-wisp to one of our imported teachers. "One must always bear in mind while in America," says Miss Amy R. Bernardy, "that whatever has been done is dead; that which is being done is dying, and that only that which is yet to do is alive, and that, in a moment, the future is a thing of the past." Miss Bernardy teaches Italian at Smith College, and is also an indefatigable contributor to foreign reviews. Like her colleague of Harvard, Professor Münsterburg, she stands as interpreter of things American to the country that sent her forth. In the *Nuova Antologia* (Rome) she takes a hand at explaining to her Italian fellow countrymen the American college curriculum, and naturally finds startling contrasts. Whereas in Italy people philosophize and theorize, in America, she says—

"All learning is useless if it remain in the domain of abstract theory. The American is also convinced that a man who acquires all his knowledge either entirely through books or entirely by experience runs the risk of becoming one-sided. The individual who unites theory with practise is the one who wins in the bitter competition of American life.

"Therefore most students go to college not only to acquire a general culture, but also to obtain the social polish and independence which they could not receive at home. This tendency toward social connections is particularly strong in women's colleges."

Miss Bernardy also describes the various phases of college life in America: football and other games, hazing, newspapers, teas, slang, yells, etc.; details, no doubt, of interest to the foreigner but well known to Americans. Such revelations as the following show us what a favor it is that foreigners are willing to come to this country and instruct us:

"*College* is scarcely comparable to our university; it is rather a sort of academy. As a matter of fact the work is equivalent to that done in our *licei* (high schools) and very much inferior to that of our university. Diplomas are not conferred in the same way as ours; law and medicine do not belong, as in Italy, to the university proper. Owing to the lack of archives and manuscripts, historical studies are scarcely attempted, while to speak of paleography is worse than to speak of ballistics. And then Americans are not made for history; they lack the faculty of individual and critical research. The American seeks a practical combination of well-ascertained facts—he does not go into extensive researches. Because—and in this consists the essential difference between the Anglo-Saxon college and the Latin university—the American student is not only in search of knowledge; he is in search of social advantages and of the right atmosphere; of the right to affix to his name the college whence and the year in which he was graduated."
—*Translation made for* THE LITERARY DIGEST.

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SIGNS OF A GREAT EXODUS

In spite of the reports which gained some currency a few months ago that the transatlantic steamship companies had increased their fleets beyond the limits of productiveness, and that such huge liners as the *Mauretania* and *Lusitania* were proving a loss to their owners, there seems to be no lack of optimism, as the summer season draws near, in regard to the amount or character of transatlantic travel to be expected this year. In an article appearing in the New York *Sunday Times* of April 4, the following statistics are given to show the gain in popularity over last year of what is known as "saloon travel."

"While there has been as yet no overcrowding of the cabins of vessels bound to Europe, yet there is a pronounced increase in the volume of saloon travel as compared with that of the corresponding period of last year.

"Here are a few figures bearing upon the subject. In 1907 the outgoing transatlantic travel from this port consisted of 100,706 who traveled first-class; of 108,272 who went in second cabins, and of 557,233 who crossed in steerages. The statistics for 1908 show a marked decrease in saloon travel to the eastward, and a corresponding increase in steerage traffic; only 93,544 saloon passengers going abroad last year as against the vast army of 660,471 who went in eastbound steerages.

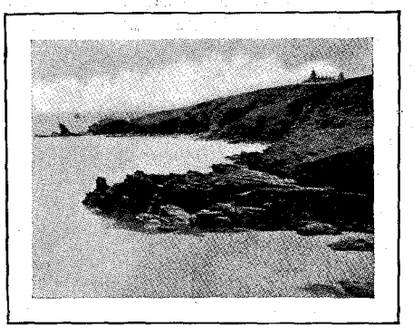
"The incoming fleet of 1907 brought nearly 10,000 more saloon passengers than had gone abroad that year, the exact number being 109,712. In 1908 the number of incomers who traveled first-class dropt to 84,403, a falling off of more than 25,000 in a single year. The number of incomers who traveled in second cabins in 1908 was 117,251, as against 228,863 the preceding year. The incoming steerage traffic in 1907 was 1,379,289. Hardly more than a fourth of this number arrived in 1908, the exact number being 309,979.

"But altho the steamship companies were hard hit by the hard times, there is now a fine optimism among the various agencies and a general expectation that the flush time in steamship travel is very close at hand, even if it has not actually arrived. Even now the bookings far exceed those of the corresponding period of last year."

So popular, under the stress of the hard times of last year, did second-class travel become that some steamers were run as "one-cabin" ships only, and that cabin belonged avowedly to the kind in demand by those to whom economy was a desideratum even in a summer vacation in Europe. As to the rates this year Mr. Gustave H. Schwab, manager of the North German Lloyd Company, has this to say in the *Times* article: "The indications are that this year will be very much better than last year, both in numbers and in the quality of the accommodations being selected. The advance bookings and applications practically assure an excellent season."

According to the writer of this article there seems to be no doubt as to the profitable nature of the big ships which have recently been added to the transatlantic fleet—a fleet, by the way, which he estimates as having cost no less than $800,000,000, shore equipments and all.

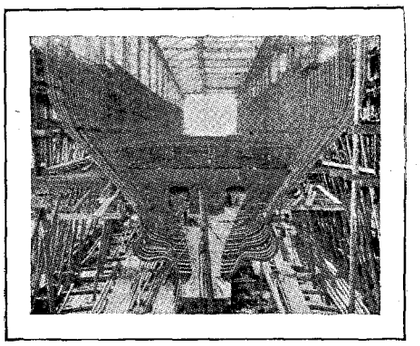
"Just after the newer Cunarders came out it was predicted that they would not be paying ships. But they have since proved that they were. There are no data available to show just what per cent of profit they earn for the company, but there are statistics to show the operating-expenses of the swift leviathans of her class. Take



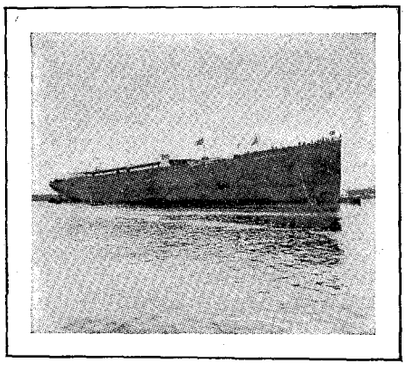
THE SIGNAL-STATION AT THE LIZARD (NEAR LAND'S END), THE MOST SOUTHERN POINT OF ENGLAND.

the German *Deutschland*, which prior to the advent of the newer Cunard racers was the undisputed champion of the transatlantic course. It is estimated that it costs the Hamburg Line $45,000 for every trip that the *Deutschland* makes across the Atlantic."

As to what effect these big ships may, or may not, have had on the business done by other ships which, before these big ones were launched, were the largest afloat, a recent



THE "GEORGE WASHINGTON" THE NEW NORTH GERMAN LLOYD SHIP, ON THE WAYS, SHOWING THE AFTER END.



THE "GEORGE WASHINGTON" AFTER LAUNCHING.

statement by Emil L. Boas, Resident-Director of the Hamburg-American line, may be quoted. While his company last year had reduced earnings, as compared with the previous year, there is no foundation of fact whatsoever for an inference that this was due to the two big ships. He adds:

"Our steamers have, during the last year, secured the undiminished favor of the traveling public, as is evidenced by the official statistics. Considering the business depression which affected not only the shipping-trade on the North Atlantic, but in all parts of the world, the showing made by the Hamburg-American line, with net earnings of 16,000,000 marks on a capital of 125,000,000 marks, must be considered a very satisfactory one."

There are now fourteen transatlantic steamers in commission, with a registered tonnage above 20,000 tons. These are: *Lusitania* and *Mauretania* (Cunard), 32,500 tons each; *Baltic* (White Star), 29,000 tons; *Adriatic* (White Star), *Kaiserin Auguste Victoria* (Hamburg-American), *Rotterdam* (Holland-America), 25,000 tons each; *Amerika* (Hamburg-American), 22,225 tons; *Cedric* and *Celtic* (White Star), 21,000 tons each; *Caronia*, *Carmania* (Cunard), *Arabic* (White Star), *Kronprinzessin Cecilie* and *Kaiser Wilhelm II.* (North German Lloyd), each 20,000 tons.

To this "big-steamer" class eight additions will be made this season, as follows: *George Washington* (North German Lloyd), 27,000 tons; *Berlin* (North German Lloyd), 19,200 tons; *Cincinnati* and *Cleveland* (Hamburg-American), 18,000 tons each; *Lapland* (Red Star), 17,000 tons; *Minnewaska* (Atlantic Transport), 14,220 tons; *Laurentic* and *Megantic* (White Star), 14,000 tons each.

The last two steamers will run between Liverpool and Canada, the others are intended for transatlantic travel between New York and European ports. The popularity of the Canadian route gives many signs of growing, these new steamers being merely new evidences of it. By this route the ocean passage from land to land is made in about four days. The grand and varied scenery of the thousand-mile sail on the river and gulf of St. Lawrence and the consequent short ocean voyage appeal strongly to many lovers of comfort as well as of variety. During the summer season lines of steamers ply regularly between Montreal and Liverpool. Three of these lines are not only comfortably but elegantly equipped. One of these was the first to use the turbine system in the transatlantic service. A feature of two ships of this line is Marconi long-distance apparatus which enables passengers to communicate with friends at all times—even from mid-ocean.

The writer of the article in *The Times* notes how, in the building of great ships, the single engine has been followed by the compound, the compound by the triple-expansion, and that in turn by the quadruple. Again "the single-screw has given place to the twin-screw, and with the new Cunarders the four-screw ship has come." He adds that it would indeed seem as if "the prophecy of the late Lord Inverclyde, head of the Cunard Company, would some day be realized—that the steamship of the future would have propellers all along its bottom, and that it would exceed in speed even the fastest express trains." Of the

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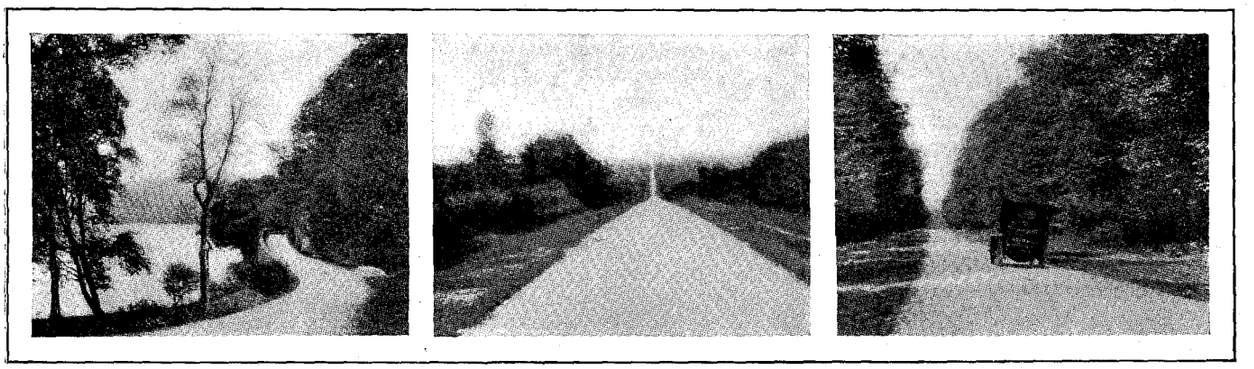


From Presbrey's "Motoring Abroad." Copyrighted, 1908, by Frank Presbrey.

ALONG THE SHORE OF LOCH LOMOND. IN FRANCE. THROUGH THE FOREST OF FONTAINEBLEAU.

SPECIMENS OF ROADS IN EUROPE.

transitory nature of a "record" for speed, the writer has compiled a list of ships which, in the past fifty years, have held and then soon lost it:

Persia, 1856.	Etruria, 1885.
Scotia, 1866.	Umbria, 1887.
City of Brussels, 1869.	City of Paris, 1889.
Baltic, 1873.	Majestic, 1891.
City of Berlin, 1875.	Teutonic, 1891.
Germanic, 1876.	Campania, 1893.
Britannic, 1877.	Lucania, 1893.
Arizona, 1880.	Kaiser Wilhelm der Grosse, 1897.
Alaska, 1882.	Deutschland, 1900.
Oregon, 1884.	Lusitania, 1905.
America, 1884.	

Mauretania, 1909.

MOTORING IN EUROPE IN ONE'S OWN CAR

"The motor-car has restored the romance of travel." So writes Mrs. Wharton in that delightful book of hers, "A Motor-Flight Through France." Her verdict appears to have awakened a sympathetic echo in an increasing number of tourists who are abandoning the old modes of European travel, with their inexorable time-schedules and fixt routes, for the freedom of auto-car and runabout. Moreover, so many have spent their European vacations in a motor that it is not difficult to cull, from the accumulation of experiences, an amount of practical information sufficient to simplify the problems involved in this manner of passing the summer.

The first question asked by the tourist naturally is, "Shall I go through Europe in my own or a hired motor?" In the matter of cost, the first alternative (omitting from consideration the original cost of the car) appears to have everything in its favor, the expense of hiring a motor through Europe being at least treble the expenses incurred in traveling in one's own machine.

Fully 75 per cent., according to an estimate made by the Automobile Club of America, of those who plan a motor trip through Europe take their own motors with them from this country. Last year, in these columns, the experiences of Dr. A. H. Heaton, of Sedalia, Mo., who toured Europe in his own runabout, were described as to some of the practical details.

"For the entire trip," writes Dr. Heaton, "our expenses averaged not quite $8.75 per day, and the car is as good as ever—the riders better. Gasoline cost us from 60 cents to $1 per gallon. At the United States prices the cost of the trip would have been much lower. I see no reason why a party of two or three persons could not tour the entire United States at a cost under $3 per day."

According to Dr. Heaton the last-named rate was about what he paid on certain portions of his trip. Thus, he says, "stopping only at the best hotels, living well at every stage, our expense for the week ending May 23, covering the trip from Paris to Genoa, was only $3.08 per day per person. This did not cover luxuries, of course, but included hotel bills, gasoline and oil, garage charges, repairs, and tips."

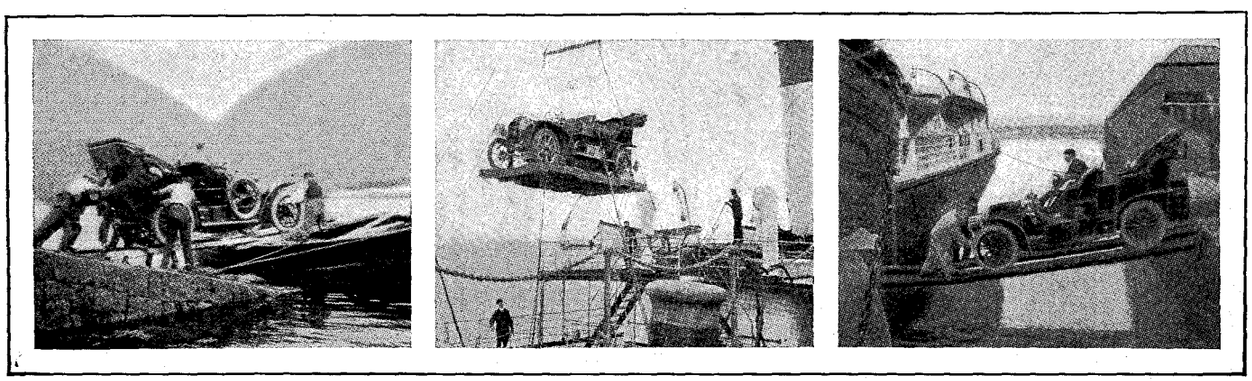
The comparative ease with which motor-cars are shipped from this country for touring purposes in Europe is described in a recent issue of *The Autocar*, from which the following "typical case" is quoted, the "firm" referred to being a shipping and forwarding agent in Liverpool who had "handled no less than fifty cars for American tourists during the last season."

"About ten days before the intending tourist (who hailed from Chicago) anticipated leaving New York, he ran his car into this firm's packing-warehouse in Chicago. It was there cased and brought to New York, where it was shipped to Naples by the same steamer by which he was sailing. At Naples the car was uncased by the firm's agent, and delivered to the owner's chauffeur, the case being knocked down and shipped to the firm in Liverpool. The owner toured through Italy, Germany, Switzerland, Spain, France, and England, finally arriving at Liverpool just in time to join a steamer on his return passage to Chicago. A representative of the shipping firm met him and took over his car and chauffeur; recased the car in the original case in which it was shipped to Naples, and reshipped it to Chicago."

According to Frank Presbrey—whose "Motoring Abroad," published last year, and giving the details of the author's motor trip through Normandy, Brittany, the château country of Touraine, England, Scotland, Ireland, and Wales, forms an excellent book of practical information for those contemplating a foreign tour—"it is safe to estimate the freight charges by passenger steamer, on a touring-car at about $80 to $85, and by slow cargo steamer at about $65 to $70." Besides this, there is the charge for a suitable crate, so constructed as to be ready for use on the return passage to the United States, —from $50 to $60.

Then, there is the paying of the customs

(*Continued on page 658*)



From Presbrey's "Motoring Abroad." Copyrighted, 1908, by Frank Presbrey.

BOARDING A FERRY-BOAT IN SCOTLAND. PREPARING TO CROSS THE ENGLISH CHANNEL. LEAVING SCOTLAND FOR IRELAND.

INCIDENTS IN A MOTOR-TRIP ABROAD.

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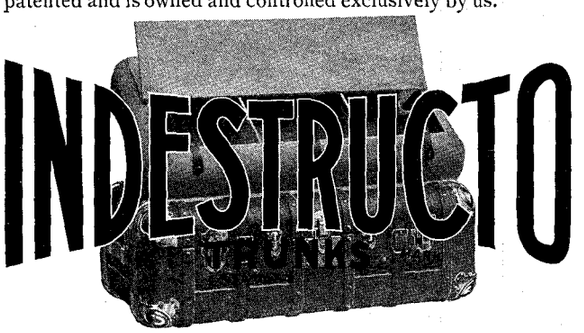
We Guarantee

that "Indestructo" Trunks will stand more abuse—more careless handling—will travel more miles and remain longer in good serviceable condition, without the annoyance and expense of frequent repairs, than any other trunk on the market.

As absolute protection to its owner—every "Indestructo" Trunk is accompanied by a 5-year Insurance Policy against Fire, Accident, Wreck, Collision, Carelessness and Neglect.

"Indestructo" Trunks are stronger, more serviceable, better in every particular than any other trunk made. That is why we can afford to give this iron-clad guarantee of quality, which no other trunk manufacturer *can* give.

Our unique system of trunk building makes "Indestructo" Trunks practically jointless. The hardwood veneers are so united by a special waterproof and weatherproof cement under enormous pressure that they become as one piece. This system was invented, patented and is owned and controlled exclusively by us.



DO NOT PUT LABELS OVER THIS WARNING
WARNING
This trunk is insured against Fire, Accident, Carelessness and Neglect.
Baggage Men and Porters
HANDLE WITH CARE
so claims against carriers will be vigorously prosecuted by the insuring company.
TRADE
INDESTRUCTO
MARK
This trunk is Registered against Loss. If ownership cannot be Determined do not break open, but send Registry Number to
The National Veneer Products Co
Mishawaka, Indiana, U. S. A
REGISTRY NO.
12,346
Identifies Owner
COPYRIGHT 1908 NATIONAL VENEER PRODUCTS CO. - TRADE MARK REGISTERED - PATENT APPLIED FOR

All hardware and trimmings on "Indestructo" Trunks are of highly tempered cold-rolled steel of unusual toughness and heavily brassed. Continuous hardwood runners fitted with steel shoes span the "Indestructo" Trunk on all four sides. These with the round steel corners practically eliminate the possibility of breakage even with the roughest handling. Its peculiar construction makes the "Indestructo" not only the strongest trunk made, but also *lighter than any other of equal carrying capacity.* Weight of contents may be increased without paying excess baggage charges.

Strongest, Lightest, Handsomest, Most Commodious Trunks Made

"Indestructo" Trunks are finished in rich, natural hardwoods. No reinforcement with canvas or other disfiguring covering is needed.

"Indestructo" Trunks are made for the greatest possible degree of beauty and utility—Practical—Substantial.

PROTECTED AGAINST LOSS

The "Warning" here shown appears on both ends of every "Indestructo" Trunk. It is a notice to "baggage smashers" that the trunk is insured and their company will be prosecuted for any damage incurred.

The lower half of this "Warning" mark contains the trunk owner's Registry Number.

Oftentimes a trunk is lost in transit. It lies in a baggage room, warehouse or hotel for many months—possibly it is broken open in the end in an attempt to identify the ownership and sold at auction to pay storage charges. The "Indestructo" Registration System avoids this loss.

The purchaser of an "Indestructo" Trunk notifies us on a post card, which we furnish with the trunk, numbered to correspond with the number of the trunk and we register name of the owner beside the number.

If *your* "Indestructo" Trunk is ever lost the number is sent to us to identify ownership and we immediately notify you as to the whereabouts of your trunk.

"Indestructo" Trunks give longer and better service—cost less for repairs—save excess baggage charges—are the most economical trunks in the world to buy. Every essential feature of "Indestructo" Trunks and the machinery by which they are manufactured are protected against imitation by our U. S. and Foreign patents. Hence there can be no substitute.

Around the World Without Damage

The "Globe Trotter Indestructo" Trunk accompanied its owner completely around the world—over 40,000 miles. It withstood the roughest treatment of baggage handlers at home and abroad, and, barring a few scuffs and scratches, returned in perfect condition.

"Indestructo" Trunks are for sale throughout the country by the store which ranks first in class in each city.

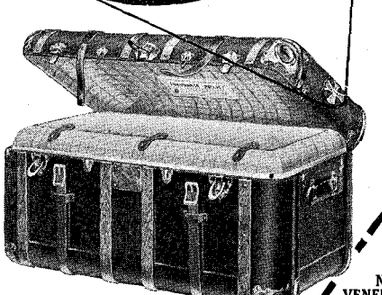
New York City, N. Y., Saks & Company	**Saint Paul, Minn., The Golden Rule**
Chicago, Ill., Marshall Field & Co.	**Denver, Colo., A. T. Lewis & Son**
Philadelphia, Pa., N. Snellenburg & Co.	**Rochester, N. Y., Sibley, Lindsay & Curr Co.**
Saint Louis, Mo., The Grand Leader	**Toledo, Ohio, Wilmington & Co.**
Pittsburg, Pa., McCreery & Co.	**Omaha, Neb., Brandeis Stores**
Baltimore, Md., Slesinger & Son	**Columbus, Ohio, The Columbus Dry Goods Co.**
Cleveland, Ohio, Bennet & Fish	**Atlanta, Ga., Chamberlin-Johnson-Dubose Co.**
San Francisco, Cal., The White House	**Grand Rapids, Mich., Paul Eifert**
Cincinnati, Ohio, Mabley & Carew Co.	**St. Joseph, Mo., F. Endebrock Trunk Co.**
Buffalo, N.Y., Adam, Meldrum & Anderson Co.	**Richmond, Va., Spence Trunk Co.**
Detroit, Mich., Traver-Bird Co.	**Birmingham, Ala., Loveman, Joseph & Loeb**
New Orleans, La., D. H. Holmes Co., Ltd.	**Savanah, Ga., Edward Moyle**
Milwaukee, Wis., Gimbel Bros.	**Des Moines, Iowa, Younker Bros.**
Washington, D. C., Woodward & Lathrop	**Duluth, Minn., Gray-Tallant Co.**
Minneapolis, Minn., Powers Mercantile Co.	**Sioux City, Iowa, The Pelletier Co.**
Los Angeles, Cal., Bullock's	**Charleston, S. C., Charleston Trunk Co.**
Louisville, Ky., Stewart Dry Goods Co.	**Jacksonville, Fla., Florida Trunk Mfg. Co.**
Seattle, Wash., Stone-Fisher Co.	**Sacramento, Cal., Walsh-Richardson Co.**
Kansas City, Mo., Luce Trunk Co.	**Lincoln, Neb., Miller & Paine**
Indianapolis, Ind., L. E. Morrison & Co.	**Colorado Springs, Colo., Kaufman & Co.**
	Ogden, Utah, Last & Thomas

—and by the best store in every city where good trunks are sold. Do not buy any other trunk. Ask for "Indestructo"—insist upon it. If you cannot get it in your City—write us. We will give address of nearest merchant selling it.

"The Travelog of the Globe Trotter" is the tale of the trip of an "Indestructo" Trunk.

Send the coupon for a copy with our compliments.

A sparkling story of a journey of 40,576 miles around the world. Full of humor, dash and brilliant description. Plentifully illustrated with photographs of old-world characters and scenes. A de luxe bit of printing and binding. Mailed on request and name of your trunk dealer.



The National Veneer Products Co.

Station D 3, Mishawaka, Indiana

A Word to Trunk Dealers:

"Indestructo" Trunks are being advertised big in most of the prominent magazines. We offer them for sale only through one good merchant in each City. We help that merchant, in a special way, to get the business. Write today for the "Indestructo" proposition—territories are being closed rapidly.

Free Travelog Coupon

NATIONAL VENEER PRODUCTS CO.
Station D 3
Mishawaka, Ind.

Gentlemen: Please send a copy of "The Travelog of the Globe Trotter."

My name .....

My address.....

City.....State.....

My trunk dealer's name and address.....

.....

Please be sure to furnish above information.

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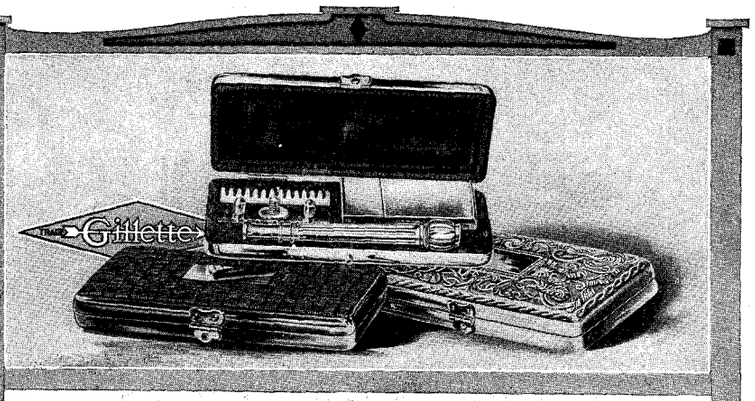

Gillette Safety Razor

New Pocket Edition

HERE is news indeed—for the two million men who shave themselves every morning with the Gillette Safety Razor.

Our first announcement of the latest GILLETTE achievement—*the New Pocket Edition*—the GILLETTE Safety Razor in such compact form that it can be carried like a card case in the waistcoat pocket, or slipped into the side of a traveling bag.

Same size blade as before, same principle; but neater, more workmanlike, the most perfect shaving implement in the world—as compact and as beautifully finished as a piece of jewelry—*and the blades are fine.*

If you are a GILLETTE user call on some progressive dealer at once and examine this new razor.

If you have never used the GILLETTE now is the time to get acquainted.

You can shave yourself in from two to five minutes with the GILLETTE—a clean, satisfying shave. *No stropping, no honing.*

The pocket-case is of gold, silver or gun metal. Plain polished or richly engraved in floral and Empire designs. Inside the pocket-case are *handle* and *blade box*—triple silver-plated or 14K. gold plated. Prices, $5 to $7.50, on sale everywhere.

You should know GILLETTE Shaving Brush—a new brush of GILLETTE quality—bristles gripped in hard rubber: and GILLETTE Shaving Stick—a shaving soap worthy of the GILLETTE Safety Razor.

New York, Times Bldg.
Chicago, Stock Exchange Bldg.
London Office, 17 Holborn Viaduct, E. C.

GILLETTE SALES CO.
540 Kimball Building, Boston

Canadian Office 63 St. Alexander St. Montreal

Factories: Boston, Montreal, London, Berlin, Paris

Gillette Safety Razor
NO STROPPING NO HONING

"He had small skill o' horse flesh who bought a goose to ride on." Don't take ordinary soaps for house-cleaning.

THE PROPER THING

is SAPOLIO

=Try a cake of it, and be convinced.=

SUMMER TRAVEL TO EUROPE.

(*Continued from page 656*)

which, in France, amounts on an average to about $175 on a touring-car and $200 on a limousine. This amount, according to Mr. Presbrey, "is figured upon weight and the entire sum will be returned at the port from which the car is shipped out of the country, if shipment is made within one year. To secure this refund, it is absolutely necessary to present the customs receipt issued by the officials at the port of entry." The average duty on a motor-car entering Italy is $120. In England no duty is charged.

Mr. Presbrey considers it essential that the American tourist who contemplates a motor-trip through Europe "should join the Touring Club de France."

In like manner the American tourist is advised to join the Motor Union of Great Britain and Ireland, and the Touring Club of Italy. Both of these organizations are similar to the Touring Club de France, are of similar practical benefit, and charge approximately the same fees.

MOTORING IN A HIRED CAR

There is every facility, however, provided for the man who wishes to use a hired motor on his European vacation, and, if he observes certain initial precautions, there is no reason why he should not enjoy the maximum of comfort on his trip. The principal danger in hiring a motor for the summer season in Europe lies in the character of the firm with which the tourist makes his arrangements. If the firm is more or less irresponsible, such experience as the renting of a poor machine, and finding no garages in the sections of Europe which the tourist plans to visit, combine to bring discomfort, if not positive disaster.

The average charge per day for a car in Europe is $25. This is not always inclusive of gasoline, or the expenses incident to keeping a chauffeur. As a rule, it is advisable to contract for a car that will do from 100 to 120 miles per day, inclusive of all expenses in the contract. In Paris the tourist can hire a car of standard make, seating five people, including the chauffeur, on a weekly contract of 150 francs per day, monthly 125 francs. The ideal man with whom to enter upon such a contract is the owner of a machine who accompanies the latter in the capacity of chauffeur. Such an arrangement practically insures the tourist against careless driving, while it minimizes the danger from accident, etc. There are a number of agencies in Paris where one can hire practically any kind of car, at prevailing rates, the arrangements being usually made in advance through the automobile club to which the tourist belongs in this country.

In Italy there is some difficulty in procuring uniform rates for the hiring of motors. In Milan and Rome, however, there is a firm which has recently adopted the unique plan of charging from 60 to 75 francs per day as rental for a machine,

For Loss of Appetite
HORSFORD'S ACID PHOSPHATE.
It nourishes, strengthens and imparts new life and vigor. A reliable remedy for the relief of nervousness

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plus 10 francs per day to cover expenses of chauffeur, etc., and 1 franc for every kilometer run. This plan is highly liked by those who have used it, since it relieves the tourist from paying a heavy charge for his machine when he is not running it, and thus limits the bulk of the expense to his days of actual travel.

In England the charge for renting motor-cars is somewhat higher than on the Continent, the average cost being 6 guineas per day, with 25 shillings extra when the machine is taken away for more than a day. This charge is inclusive of all expenses. Where the tourist hires the machine for a fortnight, or by the month, the rate is considerably decreased.

These average rates of $30 in London $25 in Paris, and the special graduated rates of Rome and Milan, are for the rental of big tonneau cars. In this country the rate for the same service and car would be at least $50.00 per day. There are no restrictions, as a rule, among European agents as to the itinerary followed by tourists who hire their cars. Some French agents, however, will not make an inclusive rate for tourists motoring through Italy, while none of the agents will make this rate for travelers through Spain, the bad roads and lack of garages rendering the latter country, as well as parts of Italy, uncertain as to safety and expense.

TOURING IN SWITZERLAND

The fact that sightseeing is made a special department in the Government of Switzerland, and has thus become a matter of direct official concern, gives to holiday travel in that country a unique character for the tourist. In most European countries the traveler has to consult the agents of private companies as to hotels, railroads, itineraries, etc.; but in Switzerland such information, even to the most minute

CLEVER DOCTOR

Cured a 20 Years' Trouble Without any Medicine.

A wise Indiana physician cured a 20 years' stomach disease without any medicine as his patient tells:

"I had stomach trouble for 20 years, tried family medicines, patent medicines and all the simple remedies suggested by my friends, but grew worse all the time.

"Finally a doctor who is the most prominent physician in this part of the state told me medicine would do me no good, only irritate my stomach and make it worse—that I must look to diet and quit drinking coffee.

"I cried out in alarm, 'Quit drinking Coffee!' why, 'What will I drink?'

"'Try Postum,' said the doctor, 'I drink it and you will like it when it is made according to directions, with cream, for it is delicious and has none of the bad effects coffee has.'

"Well that was two years ago and I am still drinking Postum. My stomach is right again and I know Doctor hit the nail on the head when he decided coffee was the cause of all my trouble. I only wish I had quit it years ago and drank Postum in its place."

Never too late to mend. Ten days' trial of Postum in place of coffee works wonders. "There's a Reason."

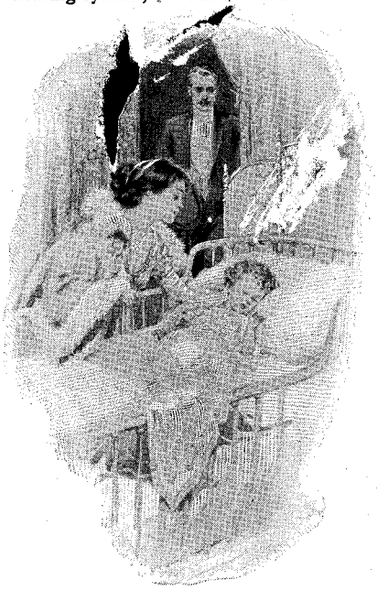
Look in pkgs. for the famous little book, "The Road to Wellville."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

Heat, Health and Home Insurance

REVOLUTIONARY? Yes. So was gas. So was electricity.

Because the claims of the Farquhar Sanitary Furnace are *different* from those made by any other heating system, *don't doubt them!*



You come home from the theatre.

You find a *warm house*—that the Farquhar is *steadily maintaining* the 75 degrees of warmth it showed at six o'clock this morning. The nurse did not have to leave your child to go downstairs and look after the furnace.

You have not been troubled *one second* by the fear that your house might burn, with your babies in it.

Your Farquhar *can't get superheated.*

The draft goes clear around underneath the ash chamber and all the heat is extracted from the smoke before it enters the smoke pipe.

The regulator arm built into the furnace and operated by the expansion and contraction of the welded steel fire box has opened and closed the draft door automatically, keeping the fire exactly even.

So you have saved fuel, too—a *forty per cent saving* over any other heating system.

You have provided a complete change of warm, balmy air *every ten minutes*, in every room.

You have done *everything* that Nature and the best human intelligence can devise for the safety and healthfulness of your home.

This is what recommends the

"FARQUAR"
SANITARY FURNACE

to the particular—the careful—householder.

Aside from its economy—aside from its *luxurious warm air*—the Farquhar Sanitary Furnace regulates itself 24 hours in the day.

You tend it *once a day*—it does the rest.

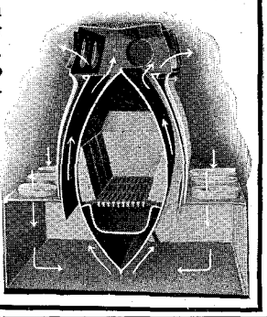
It has a *welded* steel fire box—*something new in the furnace world.* No joints—no rivets.

No dust or gas can escape into the air supply—so *your walls* and *your carpets* and *your curtains* remain clean.

The peculiar Farquhar Ventilating System removes all the once-breathed and cold air from every room continually, to admit a volume of *fresh, warm* air. The steel fire box *never* gets red hot; so the air is not super-heated nor scorched.

All the warm air gets into the rooms, so you do not require it excessively heated, even in the coldest weather.

Our booklet tells all about it. Write for it. If you have your house plans, send them to us. We will advise you free.



THE FARQUHAR FURNACE COMPANY

Manufacturers

101 Main Street, Wilmington, Ohio

New York—Philadelphia—Columbus—Cincinnati—Indianapolis
Cleveland—Detroit—Louisville—Nashville—Chattanooga

French-German-Spanish-Italian

To speak it, to understand it, to read it, to write it there is but one best way. You must hear it spoken correctly, over and over, till your ear knows it. You must see it printed correctly until your eye knows it. You must talk it and write it. All this can be done best by the

Language-Phone Method

Combined with the

Rosenthal Common Sense Method of Practical Linguistry

The Latest and Best Work of Dr. Richard S. Rosenthal

With this method you buy a native professor outright. You own him. He speaks as you choose, slowly or quickly; when you choose, night or day; for a few minutes or hours at a time.

Any one can learn a foreign language who hears it spoken often enough and by this method you can hear it as often as you like.

Send for booklet and testimonial letters from leading educators.

The Language-Phone Method, 802 Metropolis Building, 16th St. and Broadway, New York

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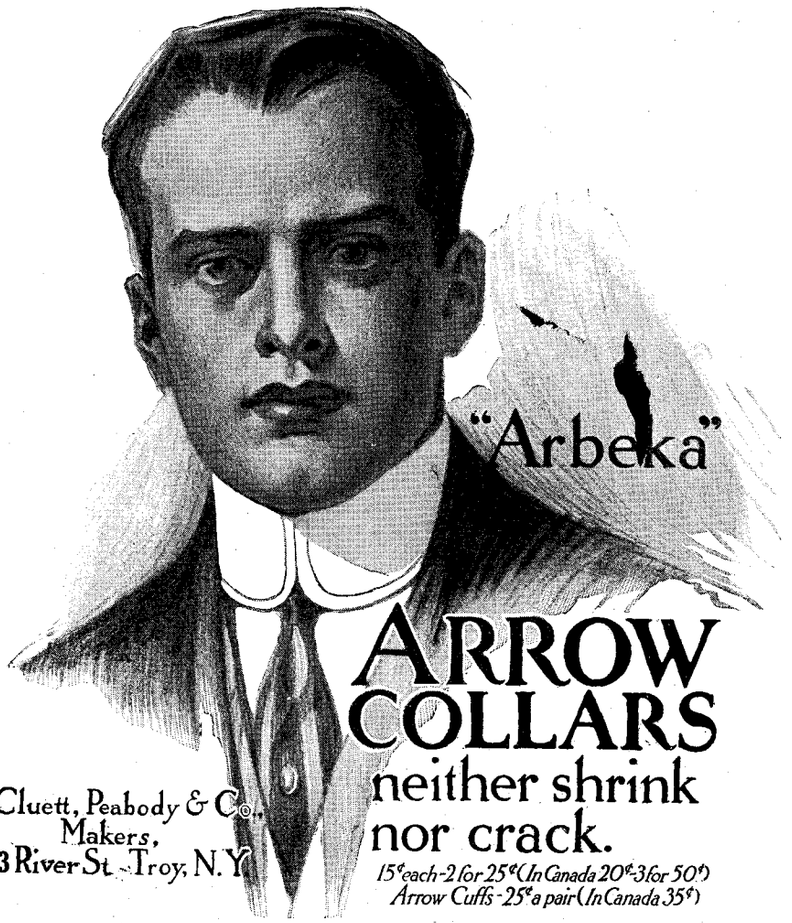

ARROW COLLARS
neither shrink nor crack.
15¢ each-2 for 25¢ (In Canada 20¢-3 for 50¢)
Arrow Cuffs-25¢ a pair (In Canada 35¢)

Cluett, Peabody & Co.,
Makers,
463 River St., Troy, N.Y.

Rider Agents Wanted

in each town to ride and exhibit sample 1909 model. *Write for Special Offer.*
Finest Guaranteed **1909 Models** **$10 to $27**
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not only is an **effective** means of dealing with this disease, but is the **only** means that is within the reach of every one, no matter where located. Do you know by this treatment the alcoholic patient can continue at his regular business, so long as he calls at HIS OWN DOCTOR'S office about once a day for three weeks? Do you realize that the treatment of Alcoholism has been brought by the Oppenheimer Institute out of the realm of doubt and danger and has been made available for

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details, will be furnished by the Government. In each of the principal resorts throughout the little republic there is established a General Inquiry Office, at which the tourist is invited to make his wants known, and where he is furnished, free of charge, practical advice on travel, walking, cycling, and motoring, as may interest him. Moreover, he need not wait until his arrival in Switzerland in order to avail himself of the benefits to be derived from these General Inquiry Offices, since the Swiss Government has established foreign branches of the office in such cities as New York, London, Paris, and Berlin. Thus, it is possible for the traveler who is planning an Alpine trip to arrange all the details of it before leaving the United States.

Of special and unique interest to travelers having only a limited time are the advantages offered by the Swiss railroads, which are now under the control of the Government. What are called "season tickets" may be purchased on these railroads, entitling the holder to unlimited travel over 2,730 miles of rail and lakes for periods of 15, 30, or 45 days. The 15-day ticket costs $16.32, the 30-day ticket $24, and the 45-day ticket $31.68. These rates are for first-class accommodations, a reduction of almost one-half the amounts just quoted being made for third-class, and a reduction of about a fourth for second-class. These tickets enable the tourist to travel where he will, and as much as he will, during the time specified, throughout the republic. The only exceptions to this rule are a few "mountain railroads," and on these the holder of a season ticket is allowed a reduced rate. Writing in *The Independent*, Mr. Hedley P. Somner, the general agent of the Swiss Government in New York, gives the following advice to the tourist visiting Switzerland as to itineraries, etc.:

"A hasty glimpse can be obtained of the marvels of this country in a visit of seven to ten days, but a much longer stay will repay one. Should the tourist be visiting Switzerland for the first time it is advisable not to attempt too much, but rather plan out his tour in such a manner as to embrace several distinct parts. Thus, for example, he should decide between a visit to Zermatt and Chamouni, and if time be too short to visit both places, taking Zermatt with the Matterhorn as the finer of the two. Again, the Alps should be taken with regard to their proportions, and the tourist visiting Lucerne and the Bernese Oberland should so arrange his journey as to view the Rigi and Pilatus before the giants—the Eiger, Mönch, and Jungfrau. Such an arrangement will materially add to his enjoyment. Even for a short visit, an endeavor should be made to make the tour so comprehensive as to include a sail on one of the lakes, a coaching-tour over one of the passes, an ascension of one of the mountains by railroad, a visit to one of the numerous ravines or gorges, and a walk through both an old and a commercial town. In this manner the tourist is able to gain an impression that will long remain a pleasant memory."

Mr. Somner places the average cost of a Swiss tour at from $2 to $3 daily. This allowance entails "putting up at the more

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moderate hotels, which are extremely comfortable, and traveling second-class on the railroads." The same writer recommends the walking-tour as an excellent method for seeing Switzerland and gives the following practical advice to the would-be pedestrian:

"For a walking-tour, as little luggage as possible should be taken, the heavier things being sent on by post. A tramping-kit, easily purchased in Switzerland, is the best way to carry one's things. It is made to hang from the shoulders, and when strapped in position rests firmly on the back. An Alpine stick of a good quality strong enough to bear the weight of the carrier, is a useful article. Boots should be high and water-proof. The rocky particles encountered on all the roads are very irritating if allowed to enter the boots, and the need of water-proof boots will often be experienced. Before starting across a pass where snow and ice are likely to be encountered the boots should be shod with special nails at the village shoemaker's. It is never advisable to do too much the first day. If starting out from Lucerne for the Furka from Andermatt, a good practise can be obtained by walking along the Axenstrasse, 8½ miles long, using the railroad from Fluelen to Goschenen, and then finishing the first day with the walk along the Schollenen to Andermatt."

Below will be found a selected list of books for tourists who may desire to take up a course of reading on Switzerland before they sail:

Baedeker. The Eastern Alps. 12mo. $3.

Baillie-Grogham, W. A. The Austrian Tyrol. $2 net.

Conway, Sir Martin. The Alps from End to End.

Conway, Sir Martin, and **Coolidge.** Climber's Guide to the Alps.

Coolidge, W. A. B. The Alps in Nature and in History. $2.50.

Gribble, F. Geneva. $2.

Harrison, F. My Alpine Jubilee. $1.25.

McCracken, W. D. The Fair Land Tyrol. ($2) Romance of Teutonic Switzerland. ($3). Two vols. Illustrated. 16mo. Sold separately.

Musson, S. C. The Upper Engadine. $2.50.

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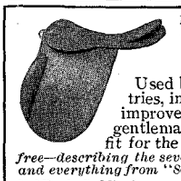

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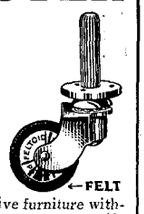

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Two courses were open to our stockholders: To grow slowly and develop the property out of current earnings, or to issue bonds and so provide the funds needed for immediate profitable improvements.

The second course was adopted because our net earnings even with our present inadequate equipment are enough to pay three times over the interest charges on the total proposed bond issue, and because the security, coal, is one of the most staple commodities in the world, more than 80% of the motive power of the United States being derived therefrom, and because our district—The Georges Creek region—is recognized as producing a steam and smithing coal equal, if not superior, to any other coal in the world.

Accordingly, we offer for subscription $150,000 of 20-year gold bonds bearing 6% interest in denominations of $500.00 and $1000.00 at par. These bonds are a first and only lien upon the property which is assessed at $268,000 and contains coal in the ground valued at from $850,000.00 to $1,000,000.00.

The trustee of the bond issue is the International Trust Co., of Boston, to whom inquiries or subscriptions may be sent.

Full information and references, concerning resources, personnel and history of the Company will be given interested persons. Further investigation will prove that these bonds are exceptionally well secured investments.

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Singleton, Esther. Switzerland as Described by Great Writers. 12mo. $1.60.

Sowerby. The Tourists' Cantons of Switzerland.

Stephen, Sir Leslie. The Playground of Europe (Switzerland).

Storrey. Swiss Life in Town and Country.

Symonds, J. A. and N. Our Life in the Swiss Highlands. $2.50.

Tissot, Victor. Unknown Switzerland. Illustrated. 8vo. $3.

Tyndall, John. Glaciers of the Alps.

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NORWAY AND THE MIDNIGHT SUN

Judging by the plans made by various steamship companies, travel among the fjords of western Norway and, as far north as Spitzbergen, bids fair to be a specially popular feature of vacation tourist travel this summer. Newcastle, Leith, Hamburg, and Amsterdam are the starting-points for these tours. The steamers assigned to this service, altho not comparable in size to some of the transatlantic leviathans, are nevertheless models of speed and comfort, while the fare ranges all the way from $425 for the round trip down to $137. It is the testimony of those steamship companies which make a specialty of these tours, that "the annual summer exodus of Americans to these northern countries of Europe is rapidly approaching in number the pilgrimage each winter to the famous Mediterranean resorts." Hence the preparations this season have been made on a more than usually elaborate scale.

Owing to the exigencies of a northern climate, the regular summer cruises to Norway do not begin until after the first of June. From that time until the early part of September, regular sailings are made from Great Britain and Germany, connecting with passenger-steamers along the Norwegian coast. From England the shortest sea route to Norway is via Newcastle, whence the run across the North Sea is about twenty-four hours. Stavanger, the first port made on the Norwegian coast by this route, is the starting-point for the cruise among the fjords to North Cape, the extreme "top of the world" of the European continent. The cruise along this western coast of Norway is made inside a chain of islands which form a natural protection against the waves of the ocean. The only breaks of any consequence in this island chain are said to be at the mouths of the fjords, which are open toward the sea. The steamer is thus enabled to voyage through a series of landlocked lakes, avoiding the disagreeable features of a possibly rough sea trip, and is in constant sight of those unique features of Norwegian scenery which have for centuries made the Scandinavian Peninsula famous. There are only three cities of any size along this route—Stavanger, Bergen, and Trondhjem. Of these Bergen is the largest, with a population of 40,000, and ranking as the second

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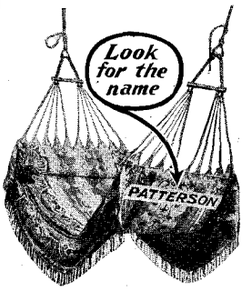

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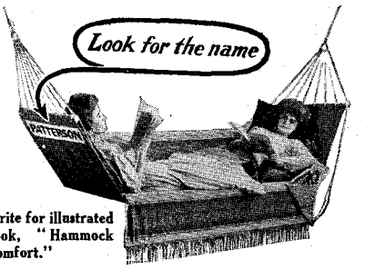

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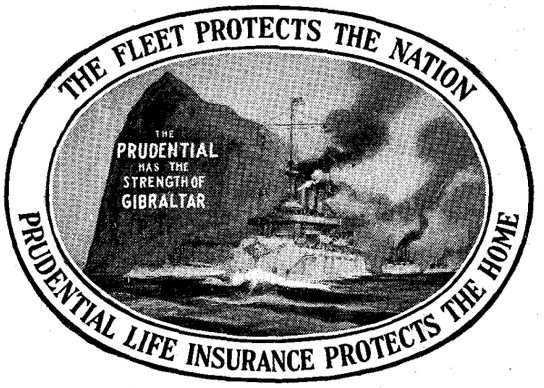
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city of Norway. At Trondhjem are railways, running through the most noted scenery of central Norway to Christiania, the capital, and, again, by another line to Stockholm in Sweden.

At these three coast cities, as well as at other smaller towns and villages, the tourist steamers make sufficiently long stops to enable passengers to take inland trips, either by rail or coach, while for those desiring to make more extended tours by land, special arrangements may be made with the steamship companies. From Trondhjem northward the tourist finds himself in what is popularly known as "The Land of the Midnight Sun." In this region, the sun stands above the horizon from the middle of May to the end of July without interruption, and disappears entirely from the 21st of November to the 22d of January.

The most northern point reached on this trip is Spitzbergen, the group of islands north of Norway and northeast of Greenland. Four days are spent cruising along the west coast of these islands, which have formed the base of many notable Arctic expeditions, after which the steamer makes its return voyage, arriving at Hamburg twenty-seven days after leaving Newcastle. The cost of this trip, exclusive of land excursions, is from $300 to $150.

Another line of steamers, making the western coast of Norway, starts from Hamburg on July 4, reaching Leith (Edinburgh) two days later. Thence the itinerary is: the Orkney Islands, Faroe Islands, Iceland, Spitzbergen, the western coast of Norway, arriving in Hamburg July 28. The cost of this trip is from $425 to $137.50, according to the location of cabin. The shore expenses are estimated at $32.50 extra.

A third series of cruises, arranged by another steamship company and starting on July 8, from Great Grimsby, England, visits the Norwegian fjords as far as North Cape. The duration of these cruises is fourteen days each. The fare charged is $70 and upward. The books on Norway and Sweden, named below, are recommended to tourists who may desire to pursue a course of reading before they sail.

A series of spring and summer cruises from London to Norway and the midnight sun (as well as from Marseilles to the Mediterranean ports, and thence around the world) has been established by the P. & O. line. Yacht and twin-screw steamships make these trips. Dates of sailing have been arranged with a view to securing railway connections for travelers who intend proceeding from ports of arrival.

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Bayne, S. G. Quick Steps through Scandinavia. $1.25.

Bumppus, T. T. The Cathedrals and Churches of Norway, Sweden, and Denmark. $4 net.

Du Chaillu, Paul. The Land of the Midnight Sun.

Forbes. Norway and its Glaciers.

Monroe, W. S. Norway—Its Fjords and Its Fjelds. $3.

Wilson, T. B. Norway at Home. $1.75.

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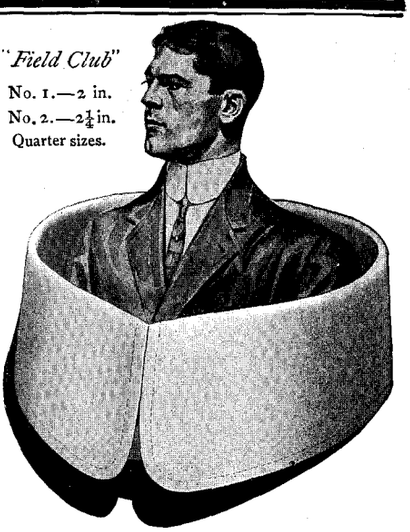

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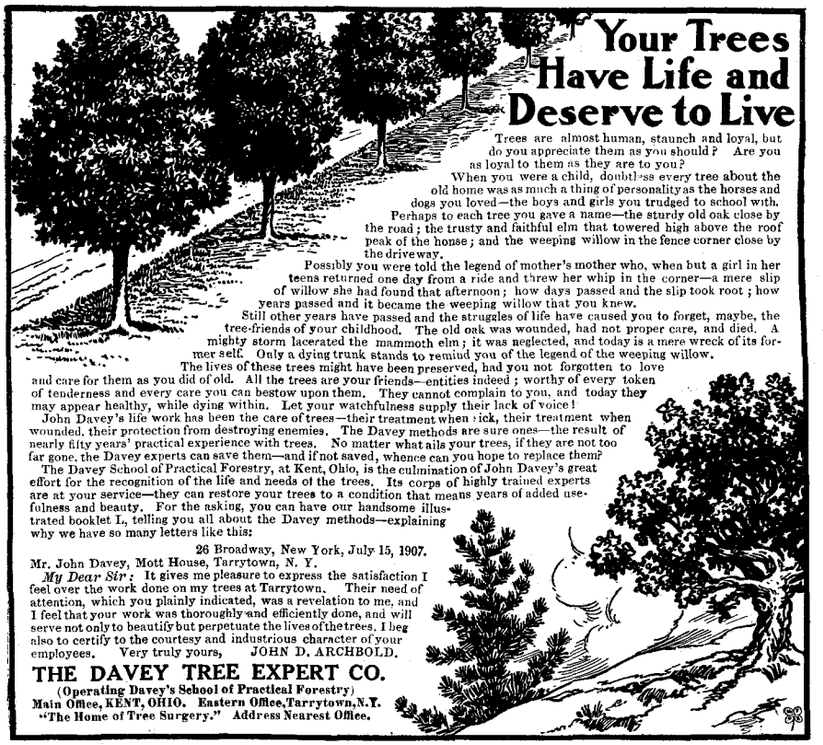

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Trees are almost human, staunch and loyal, but do you appreciate them as you should? Are you as loyal to them as they are to you?

When you were a child, doubtless every tree about the old home was as much a thing of personality as the horses and dogs you loved—the boys and girls you trudged to school with. Perhaps to each tree you gave a name—the sturdy old oak close by the road; the trusty and faithful elm that towered high above the roof peak of the house; and the weeping willow in the fence corner close by the driveway.

Possibly you were told the legend of mother's mother who, when but a girl in her teens returned one day from a ride and threw her whip in the corner—a mere slip of willow she had found that afternoon; how days passed and the slip took root; how years passed and it became the weeping willow that you knew.

Still other years have passed and the struggles of life have caused you to forget, maybe, the tree-friends of your childhood. The old oak was wounded, had not proper care, and died. A mighty storm lacerated the mammoth elm; it was neglected, and today is a mere wreck of its former self. Only a dying trunk stands to remind you of the legend of the weeping willow.

The lives of these trees might have been preserved, had you not forgotten to love and care for them as you did of old. All the trees are your friends—entities indeed; worthy of every token of tenderness and every care you can bestow upon them. They cannot complain to you, and today they may appear healthy, while dying within. Let your watchfulness supply their lack of voice!

John Davey's life work has been the care of trees—their treatment when sick, their treatment when wounded, their protection from destroying enemies. The Davey methods are sure ones—the result of nearly fifty years' practical experience with trees. No matter what ails your trees, if they are not too far gone, the Davey experts can save them—and if not saved, whence can you hope to replace them?

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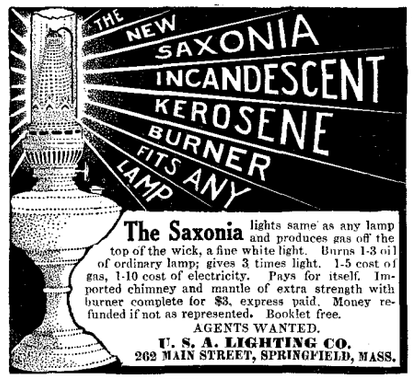

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OF EXPENSES

Experts are agreed that, within certain limits, a trip will cost whatever one chooses to make it. At the minimum, a tour embracing three months can be made at a moderate outlay, provided one chooses to live at the cheaper hotels, or at pensions, and is content to ride second- or third-class. William J. Rolfe, compiler of "The Satchel Guide," declares that with rigid economy, a tour of four months with all necessary expenses can be made for the sum of $400 and that even this amount can be reduced, provided one is familiar with French and German and understands how to avoid excessive charges. But this statement makes no allowance for clothing or luxuries of any kind.

The amount will be seriously affected, according as one covers great distances or comparatively short ones. Should one not go beyond Switzerland, for example, expenses would be less than if one traveled and tarried by the way from Liverpool as far south as Naples. Expenses will also be greater in proportion to the time one spends in the British Isles, where the cost of living will average from twenty-five to fifty per cent higher than on the Continent.

Should one choose to travel well and live mainly at first-class hotels, tho not at the most expensive ones and using "hotel coupons," the average expenses on shore need not be above $5 a day. But should one travel and live first-class everywhere, without giving any special attention to economy in details, he should allow $7 or possibly $10 a day. After having decided how much one will spend, it is well to allow a margin of twenty-five per cent. for contingencies. About $100 ought to be taken in the form of sovereigns, the remainder being drafts on London, or "travelers' checks." In carrying considerable sums, it is well not to have it all in gold, but part in Bank-of-England notes,

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which being of paper are much more portable.

As to rates for passage, eliminating those for extra large, well-placed, or suites of rooms, they range, according to the character of the lines, from $50 up to $100, $125, or higher. Some prominent lines have a second-class fare, which is about the same as the first-class fare on cheaper lines, but most tourists, wishing to be economical, will prefer the first-class fare on the cheaper lines to the second-class on a more prominent line. To travel second-class means restriction to certain parts of the ship—that is, exclusion from the best parts, even in the daytime.

Tips are virtually obligatory on ships. Americans may object to them, but the custom is universal and employees receive small regular pay, in the expectation that tips will be given. Many travelers find it well not to wait until the end of the voyage before giving at least some recognition to stewards. The pleasure of the trip will be measurably heightened if this is done. On prominent lines the tip to the table steward and bedroom steward, on disembarking, commonly is not lower than half a sovereign ($2.50), each, altho on the cheaper lines half that sum is probably the average. Smaller sums satisfy the bath-room steward, the bootblack, and the deck steward. If not properly treated stewards can do many unpleasant things, but when treated with consideration prove well-trained and very satisfactory servants.

OF BAGGAGE

Most travelers, whose tour is occupied almost exclusively in sightseeing, find that the less baggage they have the better. Not long ago was recorded the experience of a woman of means who, as a matter of proof that she could do it, made an extended European tour with nothing but a suit-case. This extreme measure can not, however, be recommended, either to a woman or to a man. Many tourists find it advisable to leave at Liverpool a part of their luggage which has been necessary on shipboard, but which can be dispensed with in land travel. Even should the port of departure not be the same as the port of arrival, they find ways by which a trunk or suit-case can be transferred from one to the other, and thus be made to await the return home.

A man should not fail to have with him on shipboard at least a black coat to wear at dinner. Still better off will he be, if he

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have a Tuxedo suit. This is true, at least, on the more prominent lines, where he would feel himself in an awkward state without it. He should take also his bath-robe and bath-slippers and his traveling-cap. Except that it will add to the amount of his baggage, he would be wise if he had an outing shirt, a coat of blue, white trousers, and rubber-soled white shoes. All these and his other things a man could manage in a large suit-case, plus a smaller handbag and a canvas "carry-all," which, with its enclosing straps, can be made to expand or contract as conditions make necessary. Miss Tozier, author of "The Traveler's Handbook," who has crossed many times, says of the necessities of women:

"One neat plain tailor suit of heavy cloth; one pair of thick silk or woolen tights; four sets of combination undergarments; four pairs of stockings, among them one very thick pair; four shirtwaists, flannel or silk according to the season, or two of each kind to provide for sudden changes; a woolen knitted sweater; three pairs of pajamas; a light woolen wrapper for going to the bath; a pair of woolen slippers; a pair of shoes with rubber soles or heels; a pretty, dressy bodice for dinner.

"These garments, with handkerchiefs and neckwear, can easily be packed into one of the stout ample wicker cases before mentioned. The canvas hold-all is another valuable article of luggage which can be purchased now in any large department store, and this should also be legibly marked. In it wrap up the steamer-rugs, the pillows, the rain-coat, extra jacket with the soft hat or Tam-o'-Shanter (no self-respecting woman now wears a 'yachting-cap'), and a woolen wrap of some wide, comfortable shape made to conceal all discrepancies in time of sore need and seasickness. A canvas bag with handles, like a schoolboy's bag, will be found extremely useful for holding books, writing-materials, or knitting. This bag can be hung on the arm of the steamer-chair and serves to keep these articles together."

BOOKS ON THE BRITISH ISLES, FRANCE, AND ITALY

In the subjoined list will be found many standard words with which readers are already familiar, but a considerable number of newer ones, also valuable to the prospective tourist who desires a course of reading before going abroad. The list in part includes books named in a similar list in our Foreign-Travel number of April 18, 1908, but it has been recast and many eliminations and substitutions have been made. Elsewhere in this issue are named books for Switzerland, Norway, and Sweden in special articles on those countries.

Great Britain and Ireland

Boas, F. S. In Shakespeare's England. Illustrated. 12mo. $1.50.

Bradley, A. G. Highways and Byways in the Lake District of England. In the Marsh and Border Land of Wales. Two volumes. Sold separately. $3 each.

Burroughs, John. Fresh Fields. 12mo. $1.25.

Cram, Ralph Adams. The Ruined Abbeys of Great Britain. Illustrated. $2.50.

Emerson, Ralph Waldo. English Traits.

Geddie, J. Romantic Edinburgh. $2.50.

Hare, Augustus J. C. Walks in London. Two vols. $3.

Hawthorne, Nathaniel. Our Old Home. English Note-Books. Two vols. Sold separately. $1 each.

Hoppin, James M. Old England, Its Scenery, Art, and People. $1.75.

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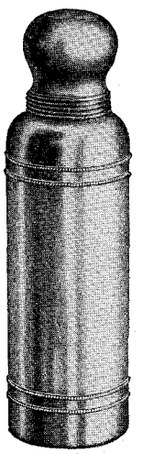

your pleasure depends largely on the refreshment along the road. Have *what* you want and *when* you want it. Carry your favorite hot or cold drink with you in an

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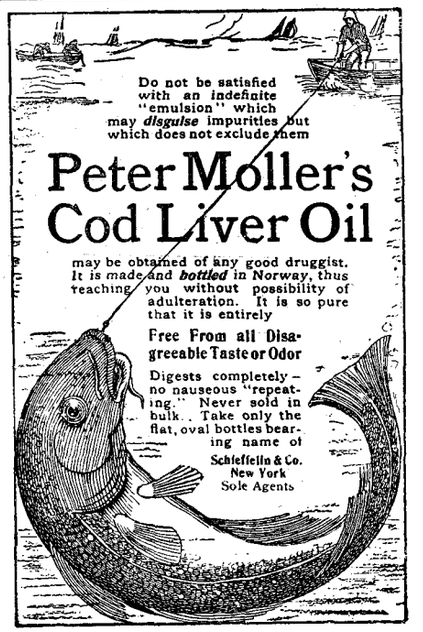

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Hutton, Laurence. Literary Landmarks of London. Illustrated. 12mo. $1.75. Literary Landmarks of Edinburgh. Illustrated. 12mo. $1.

Irving, Washington. The Sketch-Book and Bracebridge Hall.

James, Henry. English Hours. Illustrated. 8vo. $3.

Johnson, C. Among English Hedgerows. Illustrated. $2.25.

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Oliphant, Mrs. M. O. W. Royal Edinburgh. Illustrated. Small 8vo. $2.50.

Rimmer, A. About England with Dickens. $1.25.

Rolfe, William J. Shakespeare the Boy. Small 8vo. $1.25.

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Smith, F. Berkeley. In London Town. $1.50.

Smith, Goldwin. The Trip to England. Oxford and her Colleges. Two vols. 24mo. Sold separately. $1 each.

Taine, H. A. Notes on England. 12mo. $2.50.

Tozier, Josephine. Among English Inns. Illustrated. 8vo. $2.

White, Richard Grant. England, Without and Within. $2.

Wiggin, Kate Douglas. Penelope's Experiences in England, Scotland, and Ireland. Illustrated. Three vols. Sold separately. $2 each.

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Wolfe, Theodore F. A Literary Pilgrimage among the Homes of British Authors. $1.25.

France

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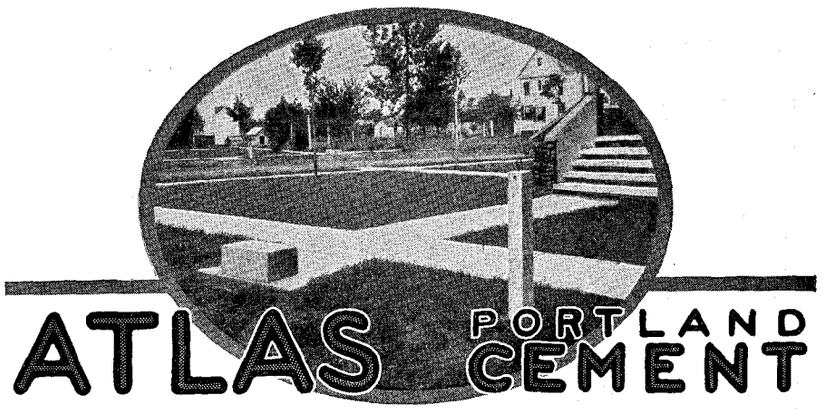

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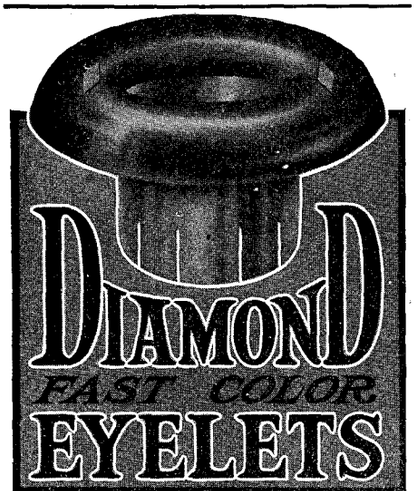

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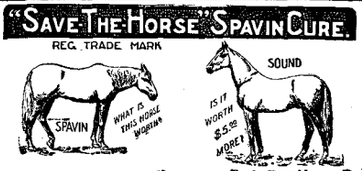

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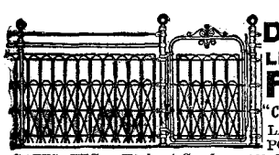

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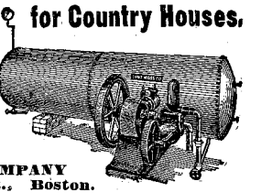

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CURRENT EVENTS

Foreign

April 2.—Sergeant Carter and his son Vincent are sentenced to death by a court martial at Havana for the recent revolt.

Mr. Roosevelt is warmly welcomed at Gibraltar.

April 3.—Vice-Admiral Pascual Cervera, who commanded the Spanish fleet in the battle of Santiago, dies at Puerto Real.

The Keats-Shelley Memorial House is opened in the Piazza di Spagna, in Rome.

April 4.—The French Tariff Committee agrees to amendments reducing schedules in favor of the United States.

Servia informs Austria of her willingness to open negotiations for a commercial treaty.

Dr. Saenz Pena, of Argentina, is selected by Venezuela as arbitrator of the questions to be settled with the United States and has accepted the appointment.

April 5.—Mr. Roosevelt lands at Naples and is warmly welcomed.

April 6.—The French government decides to collect a duty on all balloons landing in France, and will hold aeronauts until they can give satisfactory explanations.

Japan asks China to reconsider her proposals regarding Manchuria.

April 8.—The Mexican budget contains appropriations of $4,900,000 for education and $11,500,000 for irrigation.

Domestic

WASHINGTON

April 3.—It is reported in Washington that an effort is to be made to have the Government recall $28,000,000 distributed among the States about three-quarters of a century ago.

April 5.—The State Department is informed that the Nicaraguan government will make an early effort to settle, either by compromise or arbitration, the Emery claim.

The South Carolina dispensary case, involving the disposition of about $900,000 of funds held by the State Dispensary Committee, is decided by the United States Supreme Court at Washington in favor of the Commission.

GENERAL

April 2.—The Virginian Railway, constructed by H. H. Rogers, from Norfolk, Va., to Deepwater, W. Va., is opened.

April 5.—The Government brief is filed and arguments are begun at St. Louis in the Standard Oil anti-trust suit.

April 7.—At a meeting between the hard-coal operators and mine workers at Philadelphia, the operators refuse all demands and submit a proposition to continue the present wage agreement for three years more.

April 8.—By vote of 112 to 28 the Assembly at Albany sustains the adverse committee report on the Direct Nominations Bill.

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90 acres, between Wallingford and Meriden, Conn. Modern 10 room house. Large barn, silo; arranged for dairy farm. Horse stable, 7 stalls. Ice and hen houses, workshop and sheds. Buildings in good condition, running water to house and barn. About 100 choice apple trees, some pears also small fruits. Near R. R. Station, trolley, school, churches, stores, and post-office. Apply to WILLIAM F. WHITNEY, Administrator, Wallingford, Conn.

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50 miles from New York; ten rooms and bath; independent supply of pure well water; spacious grounds; outbuildings for either horses or automobiles; located on high ground, about seven minutes' walk from station. Photograph to be seen at the office of JAMES D. FESSENDEN, Attorney, Empire Bldg, 71 Broadway, New York City. Particulars address F. COMSTOCK, Wilton, Conn.

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ALL MAKES OF SAFETY RAZOR blades, resharpened for 2½ cents. Try it today. Send 4 blades and 10 cents and we will show you. KEENEDGE CO., 809 Keenedge Bldg., Chicago.

HELP WANTED

THEODORE ROOSEVELT WILL WRITE TEN ARTICLES ABOUT HIS AFRICAN TRIP FOR SCRIBNER'S MAGAZINE. Great chance for agents—liberal cash commissions and additional prizes. For particulars, write at once. Address Desk 4, Scribner's Magazine, 155 Fifth Avenue, New York City.

AGENTS. MY SANITARY COFFEE MAKER produces pure, sweet coffee, needs no settler, and never wears out. Saves coffee, money and health. Every wife buys at sight; new invention. Send 15c. for 50c. size, postpaid. Dr. Lyons, 190 Day Street, Pekin, Ill.

WE OFFER EXCELLENT TERMS AND EXCLUSIVE territory to men capable of representing us. The Sun Typewriter at $40 is the standard of its field. SUN TYPEWRITER CO., 317 Broadway, New York.

Wanted—Railway Mail Clerks. Salary $800 to $1600. Examinations everywhere May 15th. Common education sufficient. Candidates prepared free. Write immediately. Franklin Institute, Dept. D 63, Rochester, N. Y.

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RIFE AUTOMATIC HYDRAULIC RAM pumps water by water power—no attention—no expense—2 feet fall elevates water 50 feet, etc. Guaranteed. Catalog Free. RIFE RAM CO., 2197 Trinity Bldg. New York.

SEEDS, STOCK AND PETS

BURT'S SUPERB DAHLIAS—Grand Prize at St. Louis. Gold Medal at Buffalo. 20 Kinds (my selection) $1.00. Catalogue. H. F. BURT, Taunton, Mass.

HAVE YOU A FIRST CLASS FARM FOR SALE?

A rich, fertile tract of land with well constructed buildings?

The 200,000 men of means who subscribe for this magazine, have always been unusually responsive to the announcements of farms which have appeared in our Real Estate Department.

Send us a description of your place and let us submit attractive advertising copy for your approval.

And be sure to include in your description, the number of rooms in the house, the number and kind of outbuildings, how the farm is watered and fenced, and how far it is from the railroad station. Most important of all, tell us what crops you raise and how heavy they are.

We can open up at a very limited cost, a field for the sale of high-class country property which is as broad as the nation.

THE LITERARY DIGEST

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Second Special Offer to Literary Digest Readers

Only 250 Machines

They will Quickly Go

SAVE $65

Our recent offer to LITERARY DIGEST readers of the remainder of our No. 7 Models completely swamped us with orders. So great was the response that the entire stock was quickly exhausted, and we were compelled to disappoint hundreds of would-be purchasers. We have decided therefore, to make another special offer to LITERARY DIGEST readers of 250 of our latest model No. 8 machines on the same liberal terms—at $35, regular price $50. This price-sacrifice means that you can save $65 on the cost of a $100 typewriter. Simply sign the examination coupon below, and the machine will be sent for your examination and full trial. If it is satisfactory to you, send us $5, and the balance $3 a month. Send the coupon to-day.

Regular Price,	$50
Special Price,	$35

$5 After Trial and	
Only $3 a Month	

Absolute Satisfaction Guaranteed

Send No Money Now

Try it out Fully

A New Perfection in Typewriters Embodying Simplicity, Durability, Efficiency

A typewriter obviating the mass of complicated mechanism found in all the old high-grade machines, capable of doing just as quick and perfect work, and selling at **only one-third the price of $100 machines,** has been the dream of manufacturers and the public for years. The best American inventive genius has satisfactorily solved this problem in this perfected standard typewriter which has now received ten years' thorough and absolute test.

The AMERICAN TYPEWRITER

In the life of the present day merchant and professional man the typewriter has so generally superseded the pen in business correspondence, the preparation of sermons, addresses, legal papers and all other forms of written documents that it has come to be a necessity. **The American,** with our special low-price offer, absolute guarantee of satisfaction, and easy payment terms, now makes the ownership of a high-grade, high-speed typewriter possible to every LITERARY DIGEST subscriber. We explain below just a few of its many exclusive and superior features. *Do not fail to consider them carefully. Do not overlook the* enormous amount of time and labor such a machine will save you.

SIMPLICITY **in THE AMERICAN 300 Parts Take the place of 1500 Parts in the intricate Old-Style Machines**—By its exclusive patent of a simple lever containing only one single bar of the finest steel, key and type, THE AMERICAN reduces the usual number of working parts used in high-grade typewriters *to less than half*, saving space, weight, liability to disorder and expense to the purchaser, and increasing the general efficiency.

COMPACTNESS **THE AMERICAN is the Lightest and Most Compact High-grade Machine Made.**—It *weighs only eleven pounds* and occupies far less space than the usual clumsy machines. It is an ideal typewriter for travelling.

FINISH **THE AMERICAN Is Not Only Made of the Best Materials, But it is Handsomely Finished.**—In appearance THE AMERICAN is a beauty. All exposed steel parts are highly nickeled, while other portions of the machine are heavily enameled.

EFFICIENCY **In Speed, Ease, Alinement, etc., THE AMERICAN is Unexcelled by Any Other Machine.**—You can do on THE AMERICAN everything you can do on the highest-priced typewriters. You can do it as quickly, if not quicker, and you can do it *as easily*. The direct acting type bar **will manifold four copies** with a hard platen and the **alinement is perfect** in both the original and manifold. If you wish to manifold be sure to order **"hard platen."** THE AMERICAN is provided with a **BALL-BEARING CARRIAGE** which is released with the least possible effort by a superior **WHEEL-ESCAPEMENT** device.

KEYBOARD The Standard Universal Keyboard with 81 characters is used. One single lever shifts for the Capitals and figures with locking device. It is the only type bar machine which the operator can readily change to print in any one of 10 different foreign languages. Special machines with medical signs for physicians without extra cost. **Special Large Type for Public Speakers supplied without extra charge.**

Our Latest Model Number 8 Machine Having all the Most Recent Improvements

DURABILITY **Exclusive Features of THE AMERICAN Give it the Simplest Mechanism, and it Has the Best Materials and Workmanship.**—Another exclusive patent on THE AMERICAN is the *ball-and-socket bearings* upon which the type bars swing and which automatically take up all wear, insuring the minimum friction and the least liability to disarrangement.

WE REFER YOU TO
H. B. CLAFLIN CO., Notion Dept.
McKESSON & ROBBINS TIDEWATER OIL CO.
And thousands of satisfied business men.

SINGLE TYPE BAR **of the AMERICAN Saves 1,500 Working Parts Without Impairing Its Efficiency.**—By employing a simple lever, the oldest and simplest of mechanical principles, in a new way, the key, bar, and type are all in one piece on THE AMERICAN, the power being thus directly applied to printing the letter upon the paper. This wonderful, yet simple, invention at one stroke reduces the working parts of THE AMERICAN to less than half those used on other high-grade machines. There is no other typewriter made which possesses this single bar entirely free from complicated mechanism.

ESCAPEMENT, CARRIAGE

The escapement releases the carriage after each letter is printed and stops it for the next impression. This escapement engages a wheel (which controls the carriage) in a way which reduces the pressure and friction *over one-half*, resulting in an ideal key action.

EXTRA LARGE TYPE FOR SPEAKERS

We give you the choice of three sizes of type. First the large size designed for public speakers. Second the standard size for business and correspondence. Third the elite for personal correspondence or business purposes. When ordering be sure to specify which type you desire.

LATEST IMPROVEMENTS INCORPORATED IN MODEL NO. 8

1st. An improved type-bar bearing has been perfected giving even greater strength and rigidity to the type-bar which is the life of all typewriters.
2nd. A tabulating indicator showing the operator the exact printing point without necessity of referring to scales, a requirement for all rapid tabulating.
3rd. A two-color ribbon shift enabling the operator to emphasize a word or sentence by printing it in red. Just push the ribbon shift to get change of color.
4th. A new style of shift bar which is designed to withstand the heaviest possible strain. Several minor improvements have been also incorporated.

A MACHINE THAT WILL GIVE YOU SATISFACTION FOR YEARS TO COME

	THE $100 MACHINE	THE $50 AMERICAN	
EXAMINE THIS COMPARISON	Universal Keyboard	So Has the American	SEE THE POINT?
	Print from Ribbon	So Does the American	
	Type-Bar Machines	So is the American	
	Adaptability for Rapid Work	Speed Unlimited on American	
	Various Degrees of Complicated Mechanism	1,200 Less Parts on the American	
	High Quality of Work	Perfectly Aligned, Clear-Cut Impression from American	
	Carriage Action—Some Light, Others Cumbersome	Extremely Light, Ball-Bearing Carriage on American	
	Portability—Next Impossible when Convenience is Considered	Fewer Parts, Less Weight	
	Durability—Varied	One-Piece Bar, Fewer Parts, Less Complex, Longer Life	
	Two-Color Ribbon Shift Only on Some Machines	Two-Color Ribbon Shift on Every American	
	Tabulating Indicator, Some Have It, Some Charge Extra	Tabulating Indicator on Every American	
	PRICE, $100	OUR PRICE, $35	

OUR SPECIAL PRICE, $35. SAVES YOU $65

Only 250 Machines—Prompt Action Imperative

Our previous offer to LITERARY DIGEST readers having exhausted the remainder of our No. 7 machines, we have decided to make a second offer on the same terms, but including our latest model No. 8 with all of the most recent improvements—a machine especially suited to business and professional men. We offer our latest No. 8 machines, regular price $50, special price $35. The order blank opposite will bring you the machine for trial. Test it thoroughly. If satisfactory send us $5 as initial payment, the balance $3 a month for 10 months. This price places a first-class machine within reach of thousands who can not afford to pay $100 for a typewriter. The 250 machines will be quickly snapt up. We advise instant action in order to avoid disappointment. Mail the order blank to-day. You take no risk. Kindly send references or state position you occupy.

ONLY 250 MACHINES. FIRST ORDERS GET THEM. ORDER TO-DAY

AMERICAN TYPEWRITER COMPANY, 265 Broadway, NEW YORK

SPECIAL TRIAL ORDER BLANK—MAIL TO-DAY

AMERICAN TYPEWRITER CO., 265 Broadway, New York

Gentlemen: I accept your special offer to LITERARY DIGEST readers of a Model No. 8 American $50 Typewriter for $35. Send me one of these typewriters, f. o. b., New York. It is understood that I may try the machine for five days. If satisfactory, I agree to remit $5 within five days of receipt, and pay you the balance price in ten monthly instalments of $3 each. If the typewriter is unsatisfactory, I agree to repack it carefully, notify you within five days and hold subject to your order, or return it to the express agent who delivered it to me, as you may direct. Title of The American Typewriter to remain in your name till the machine is fully paid for.

Name.....

Specify Which Size Type You Want and Whether Hard or Soft Platen

Address.....

Town.....

Ship by.....*Express* *State*.....

References:

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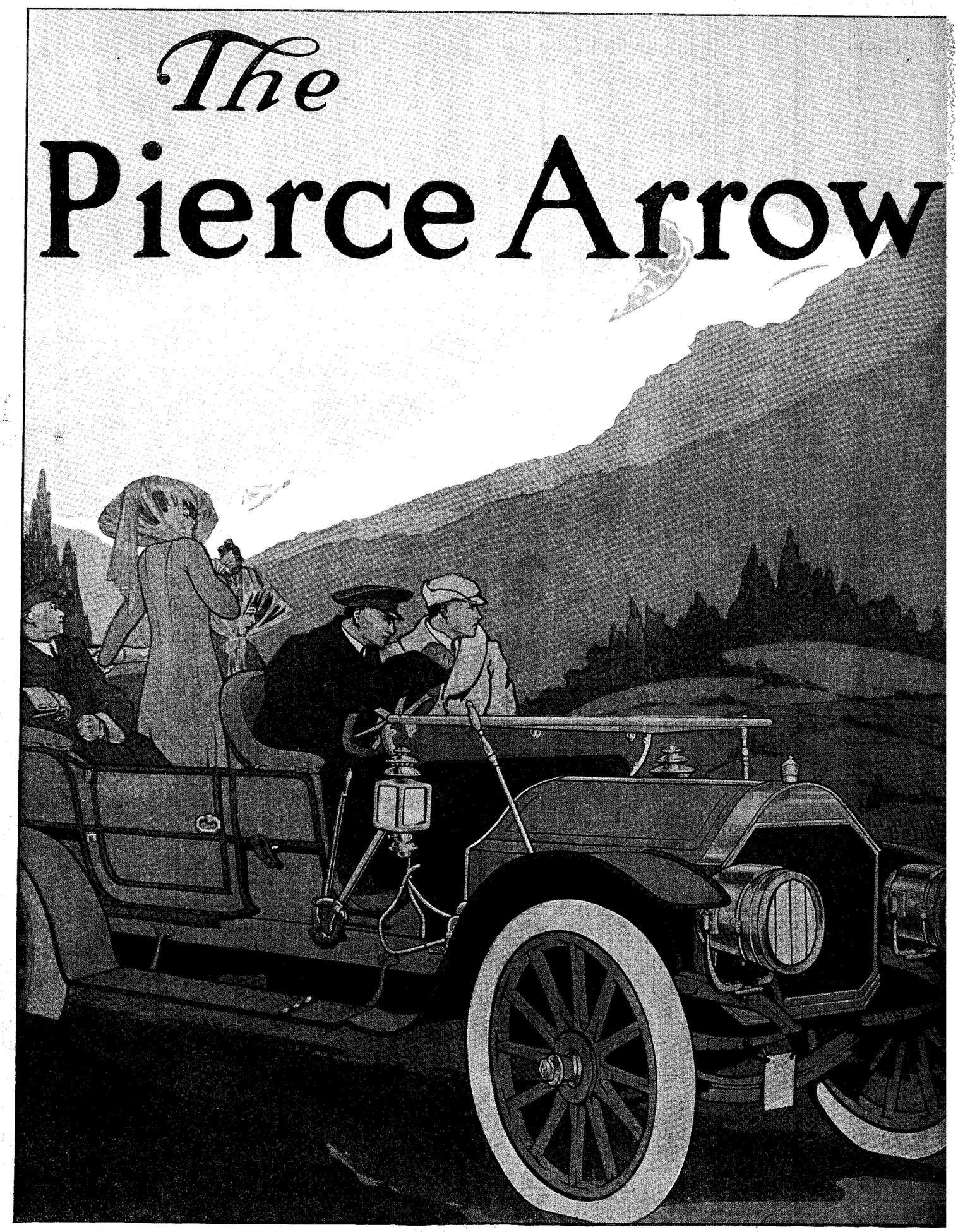

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Owners of THE GEORGE N. PIERCE COMPANY.

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